# THE EVENING TELEGRAPH.

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## IRST EDITION

## HISPANI A

### Great Naval Expedition to San Domingo—A Portion of the Island Said to Have Been Ceded to the United States.

**Rumors of a Secret Treaty.**

There were rumors to the effect that the Government had concluded a secret treaty with St. Domingo for the possession of a certain portion of the island. But exactly what this meant was a question rather difficult to answer. Why did Uncle Sam make such a treaty? What was it intended to bring about? Merchants down town, having mercantile interests in San Domingo, became puzzled over the matter, and many an extra "brandy cocktail," with partaga attached, was indulged in over the subject.

*From the N. Y. World of this morning.*

In a day or two St. Domingo will doubtless be occupied by United States troops. The sailing of the man-of-war Albany for that place on Wednesday has created intense excitement among the Cubans and sympathizers with the Spanish cause in in this city. By the Cubans the fact is accepted as an indication of a definite policy of the United States Government in favor of the revolution. The Spaniards in the city and their sympathizers construe the matter in another way, but are in doubt as to the exact meaning of the movement. They would like to consider it a movement designed to aid in suppressing the rebellion, but, knowing the American sentiment on the subject so well as they do, they are much in doubt as to whether it means friendship or hostility to the Spanish Government.

**Bound for St. Domingo.**

The Albany left this port on Wednesday, Captain Balch commanding. She took out 1000 tons of ammunition, field pieces, guns for fortifications, rifles, and other warlike implements. The fact of a regular United States man-of-war, under the charge of United States naval officers, leaving for St. Domingo was something which naturally excited deep interest in the public mind. The question "what does it all mean?" was asked by disinterested parties, and even the old "Yorker element," that seldom cares about affairs beyond the shores of Manhattan Island, began to grow disturbed and to inquire, "What in the deuce is Uncle Sam going to do now?"

**Does It Mean Aid to Cuba?**

Finally, by some it was concluded that the destination of the man-of-war Albany was St. Domingo, and that the expedition meant assistance to Cuba. Maps were overhauled, and it was believed that the Albany would proceed direct to St. Domingo, land immediately opposite Cape Major, and there, forty or fifty miles from Cuba, establish a base of supplies to be used in aiding the Cuban revolutionists in their war for independence.

**Doubt and Confusion.**

There were some, however, who believed the expedition was bound for Hayti for the purpose of recognizing the revolutionists of that country, and regards them as belligerents. Amid all this doubt and confusion of opinion or speculation on the subject, it was pretty authentically reported that the troops taken out by the Albany, on reaching St. Domingo, would land on territory belonging to the United States, inasmuch as a portion of that territory has been ceded to this Government, and then the object of the expedition was to take possession of the newly acquired land, and plant in its soil a staff from which the stars and stripes should evermore float.

**Important Details.**

The Tortugas will be the first landing place of the Albany. There the steamer will take on board 500 United States soldiers. The expedition is accompanied by three United States Commissioners, who were specially sent from Washington, and who, it is understood, are invested with power to practically conclude the treaty by taking possession of the ceded territory. Only a few weeks since, Lieutenant Colonel Babcock, formerly of General Grant's staff, accompanied by Senator Cole, of California, visited St. Domingo on a secret mission, and it is believed that the cession of a portion of the island has been the result of that mission.

The Albany carries 250 officers and crew, one company of marines, and about forty guns. The Miantonomah and the Nantic have received orders to join the West India squadron, and this fact, joined to those already stated, seem to indicate some important movement by the United States Government in its relation to Cuba.

**Another Account of the Sailing.**

*From the N. Y. Herald.*

On Wednesday forenoon the United States frigate Albany, forty guns, sailed from this port with a full complement of officers and crew, commanded by Captain Balch, under sealed orders. The Albany had been speedily put in commission, and provided with the necessary stores and supplies, by orders from the Navy Department, urging the utmost alacrity. This fact in itself was nothing strange, for similar orders commanding haste and speed in the fitting out of war vessels for sea are no rarity in our naval service. But what was indeed remarkable consisted in the fact that on board the Albany were placed one thousand tons of heavy guns, ammunition, and small arms, the heavy ordnance being exclusively adapted to coast defense or forts.

A still further circumstance to awaken the curiosity of all who knew anything of the matter was that the Albany on Tuesday evening left the Navy Yard, steamed slowly down the East river, and came to anchor off the battery, where she lay all night. Early in the morning and before sunrise, and within a half hour after the arrival of the train from Washington at the Jersey City depot, three gentlemen, not overburdened with baggage, were observed to make their way to the United States Barge Office, where a yawl from the Albany was evidently in waiting for their arrival, and immediately conveyed them to the frigate. No sooner had they set foot on deck when anchors were weighed; the splendid vessel turned her prow towards the Narrows and steamed off.

## SPAIN.

**Incidents of the Rising in Valencia.**

A correspondent of the Boston *Journal*, who witnessed the outbreak in Valencia, gives a vivid description of some of the incidents:—

"The townspeople, who had been so long imprisoned—those in the centre not being able to fly the expected bombardment—ran wildly everywhere. The first thought of the insurgents seemed to be to eat. They almost overwhelmed the bakers who dared to open their shops. Many soldiers shared their rations with them. How the insurgents managed to live for the nine days is a mystery. The soldiers who were pulling down the barricades were munching bread at the same time. The functions of life, suspended during the terrible carnival of destruction, came once more into play. But few shops, however, were opened before Sunday. A recommencement was feared.

"Just before the market place is a narrow street, where a sharp corner had been availed of as a chance for a very high barricade. Peering through a rent in it, which the soldiers had begun, I saw a most affecting scene. An old man, neatly dressed, was standing in the midst of the insurgents, who had just thrown down their arms, clasping the hands of a slight boy whose face was pallid with excitement. Around the boy's head was wound a red handkerchief; his arms were bare, and his hands were begrimed with powder. On the ground lay a huge cavalry pistol, to which the boy pointed with excited gestures. The old man was crazy with joy to get his loved one, son or ward or employed, out of the horrible place, and hurried him away, while the little fellow told the story of his defense. Every good authority says that half the fifteen thousand insurgents were boys under sixteen. Sunday following, nothing was more common than to see father and son limping proudly through the town together, revisiting the scene of their nine days' resistance.

"The sectional pride of the Valencians manifests itself, too, in ridicule of Barcelona, which gave up in one day, and Saragossa in two. Blood ran afresh in the market places Saturday night and Sunday morning, but it was from the butcher's cleavers. The half-starved people surrounded the stands, and stalwart fellows cut and sold until they were exhausted. Sunday the same insurrectionists who fought Saturday drove in market carts, attracted by the high prices offered by their farm produce. The great exodus of the Grao was turned back to the town, and the people bore back their furniture half reluctantly. The crash of the falling barricades scared the people as much as had the shot, and they ran away two or three times. It is estimated that over three hundred bombs were fired on the day of the surrender, despite orders to the contrary. The acknowledged number of killed on both sides amounts to only one thousand, while the actual list of wounded contains perhaps twelve hundred names. But it must be remembered that this was a peculiar struggle, which was slowly assuming the form of a vendetta. Numerous officers were shot by republicans on housetops, and in most cases these houses were burned. The only one wounded in the Fonda de Paris, our hotel, was a French waiter, who had a small hole taken out of the top of his head as he looked from the window.

"The main importance of the struggle, entitling it to a place in history, is the fact that it was founded on a protest against kingship; too full of dignity to be a riot even at its outbreak, and too grand and thrilling towards its end to be other than a battle. The 'republicans' never lost sight of their ideal. They awed the Carlists, they astonished the Constitutional Government. They were soldiers, as Americans were soldiers, because they considered it necessary to be so. They neither sacked nor wantonly injured the town while they had it in their power; resistance was their aim. Castellar is known to admire and sympathize with them, but has a nobler patience than they. As a sublime democratic protest against monarchy of any hue, their struggle can never be forgot. Alamenos could have crushed them with bombs, but he could not have taken the town and they with it. The protest over, they withdrew; and after two days' occupation by troops Valencia will be tranquil. Alemenos goes next to Barcelona, where the force of example may set new blood rivers flowing. The Spanish republicans of 1869 will never submit to a *coup d'etat* such as followed the French uprising of 1848. The people who fancy that bull fighting is the noblest development of defense in Spain may get some new ideas from Valencia's siege."

## THE GHOULS.

**"High Daddy" in a New York Seance Chamber—Spiritualists as Gamblers.**

*From the N. Y. Herald of yesterday.*

Irving Hall last evening was the scene of some high old times. The Gold Exchange was nowhere in comparison to the excitement which prevailed here. Spiritualists were on the warpath and the goblins played the very mischief. Miss Tackaberry gave another seance to prove the "immortality of the soul." What a jolly time souls must have, if her revelations (?) are true. While some imagine, poor creatures, that when the soul shuffles off its mortal coil and goes to regions unknown, it there enjoys a new creation, untainted with the material workings of this mundane sphere, they little imagine what a gay and festive scene awaits the soul.

The medium was duly tied under the supervision of a committee—the committee did not do much of the tying, for that would spoil the joke—her mouth plastered, although her tongue was not prevented from wagging, and then she was placed in the cabinet, and made fast to a chair. The master of ceremonies closed the doors of the cabinet, and, seating himself alongside, called spirit "Ben," who must have been a jolly old soul in the flesh—a cross between a Downeaster and a Fenian. "Ben" announced himself ready to oblige the audience. He was asked how long it took him to reach here. The spirit land after he died, and he answered "Only six hours!" "Did he see God when he got there?" "Oh, yes!" Some one asked the spirit if he went to heaven at all. "Well, I guess I didn't go to no other place, not if I knows myself, which I think I do," said the spirit, putting the slim audience in merry spirits. He then sang what the "gods of the gallery" would call songs, and had a duet with some female spirit to the air of "Willikins and his Dinah," said female spirit's voice bearing a remarkable affinity to a falsetto of Ben's voice.

When Ben was asked to ring the bell, after requesting that Miss Tackaberry's feet should be tied, "*O tempores! O mores!*" Miss Tackaberry's beautifully moulded ankles were tied in full view of the audience, and by a—lady. Everything having been arranged, Ben got ready to ring the bell. It took a long time to get ready, for in his efforts to get hold of the bell he knocked it over two or three times, came near knocking the cabinet over, exposing the aforesaid ankles rather more than a good spirit would; and, finally, after some tremendous efforts, succeeded in ringing the bell. Then Ben obligingly untied the medium, threw the cords through an opening in the cabinet, and the manager, who looked furious, and who stated that the playful tricks of the spirits should not be marred by earthly discussion, which promissed several times during the performance, declared the meeting adjourned.

And now the spirits were let loose. Since we got up and said that on last Sunday evening Mr. Thurber threw out a challenge to Mr. Van Vleck, by which he agreed to give up the gross receipts of the seance if Mr. Van Vleck would perform as this medium did, Mr. Van Vleck was here to fill his part of the business, and wished to know if the manager was ready to stick to the agreement. Some persons, spiritually inclined, wanted to know if the gentleman would like to win a couple of hundred dollars; they would oblige him; but as neither party could make any money out of the other, and as the owner of the hall threatened darkness, the mortals were obliged to leave, and the spirits and goblins could dance on the gas pipes as long as they pleased, and run through them for that matter.

## PHILLIPS.

**His Opinions on the Situation.**

*From this week's Anti-Slavery Standard.*

The late elections do not much change the aspect of public affairs. The Republican party can hardly be said to hold its own. Still it remains strong. The most striking feature is the revival of old issues and the interest in new ones. This shows that we are floating away from the keen and angry devotion to the one great question of the war—the negro. In the State of New York the struggle was entirely of local interests. In Massachusetts, a new party—the workingmen—polled nearly fifteen thousand votes, and has placed in the Legislature twenty-five representatives. The woman question also appears more distinctively than it has ever done before.

In the Western States the same diversion of public attention is apparent. This should rouse our friends to more activity—our day is fast slipping away. We must work while the day lasts. Once let public thought float off from the great issue of the war, and it will take perhaps more than a generation to bring it back again. Meanwhile two things are evident. Unless some remedy is devised, the negro will stand in peril and use his rights only at great personal hazard for many years to come. Secondly, it is as evident that the administration at Washington does not mean to interfere actively in his behalf. President Grant will not only does not plan any interference, he cannot by any appeal be roused to allow or arrange any.

## POOR HORACE.

**How he Looked Yesterday.**

The N. Y. *Commercial* printed the following yesterday:—

Horace Greeley manifested himself this morning on one of the Fulton ferry boats, *en route* for the *Tribune* office, and took up a commanding position in the ladies' cabin. He omitted, before leaving his abode, to turn out the collar of his overcoat, a fact which was universally commented upon, and excited grave doubt as to the truth of those reports about his methodical habits and neatness of apparel which have been going the rounds of the newspapers. Many friends and admirers crowded around and congratulated him upon his escape from the Comptrollership; the philosopher all the while smiling benignantly and fumbling incessantly in the capacious pockets of the famous white *surtout*, which was not so white as when we last particularly observed it, five years ago, but, on the contrary, is of a sickly yellow hue, as though it were in the advanced stages of a progressive and incurable jaundice. He carried the usual bundle of papers in his left hand and a mangled copy of the *Sun* in his right, inducing the belief that he felt a malicious satisfaction in crumpling it between his fingers. When he emerged from the ferry-house on this side, it was pleasant to observe how the truck and car drivers reined in their horses at the crossing, without so much as a look from the policeman who enjoys the pleasant sinecure of basking in the sun and chewing tobacco at the street corner. Mr. Greeley seemed grateful for this attention, and taking a diagonal course for the Fulton Market, disappeared amid the apple barrels and fruit stands that constitute the enchantment of that delightful promenade.

## DRAWBACK FRAUDS.

**Corruption in the New York Custom-House—Nearly One Million Dollars Involved—Fraudulent Claims Received from Washington.**

The New York *Times*, in an article exposing the corruption in the Custom House in that city, says:—

The latest developments about the frauds were made to the United States District Attorney by a man named William J. Korn, who was placed under examination last winter for alleged participation in the frauds, together with William H. Whimster and other parties, and who was subsequently indicted by the Grand Jury. He first visited the Federal building in Chambers street about two months ago, on which occasion he made fresh and startling disclosures in regard to the frauds, charging certain persons with being accessories, who had previously escaped the slightest suspicion.

Among others he mentioned Samuel T. Blatchford, Romaine Mulligan, R. B. Caldwell, James Caldwell, and —— Caldwell, the last three named being brothers, as having taken a conspicuous part in the frauds. His statement was so clear and straightforward that the District Attorney was immediately induced to make a demand on the Treasury Department at Washington for the documentary evidences of guilt against the accused parties. The latter reached this city on Tuesday, in charge of Mr. George A. Mercer, of the accountant's division in the Treasury Office, being in the shape of a large number of fraudulent drawback claims, on which the United States Government has been defrauded out of $700,000 and upward. Mr. Blatchford's initials—S. T. B.—were found on many of the export certificates, so-called, which accompanied the claims, and, it is said, his guilt will entirely depend on the genuineness of these initials.

The frauds of which he is accused were perpetrated during the years 1866, 1867, and 1868, and were connected with the frauds in which Whimster, Dickinson, Green, Tremont, Wilson, and several others figured as defendants. The name of the principal offender in the recent charges has not been disclosed, he not having been apprehended.

Previous to giving a description of the manner in which the drawback frauds were conducted, and the part performed by the various alleged criminals engaged in them, it may enlighten many readers who are not commercial people to know what is meant by drawback claims. About 1862 a law was passed imposing an internal revenue tax on articles manufactured, with a provision that if any of the articles were afterwards exported, an amount should be paid to the exporter equal to the amount previously paid as tax. This was called a "drawback." In order to have a drawback claim recognized an exporter is required, in the first place, to procure a certificate from a Collector of Internal Revenue, showing the amount of tax paid on the articles which were to be exported. After this was obtained it was necessary to make an affidavit in regard to the goods for export, stating their destination, the name or names of the owner or owners, etc. When the export was made the exporter applied to the Drawback Department at the Custom House for a certificate, or outward-bound manifest, as it is designated, certifying that the goods had been exported, and giving certain information about them and the vessels which carried them. It was the duty of a clerk to make out the manifest and to attach his initials or name to it as evidence of its genuineness, in order that it might subsequently be endorsed by one of the deputy collectors. Upon the internal revenue certificate, the affidavit and the custom-house manifest being procured, they went to the Auditor's office at Washington, going from there to the United States Treasurer, who issued a check for the amount of the drawback claim.

The scheme for swindling the Government by means of fraudulent drawbacks was first concocted in the fall of 1866. William H. Whimster and Jerome Meisenberger appear to have been the first persons who conceived and started the almost unparalleled system of frauds. It is conjectured that they were led to enter on their operations by the easy and loose manner in which debenture claims were obtained. The fraud consisted of procuring a false certificate from the Custom House that the goods enumerated in the claim had been exported. There are about 400 of these fraudulent certificates in the possession of the Government, the whole number being made out in such a manner as to excite very little suspicion as to their genuineness. They are signed with the initials of Charles J. Theriott and Samuel T. Blatchford, both of whom were clerks in the Custom House in 1866, '67, and '68, one belonging to the Drawback Department and the other to the Export Statistical Bureau. Theriott is now under $10,000 bail to appear for trial for complicity in the frauds. He was the principal of the swindlers in the Custom House, and was used by them in the most heartless manner. His only recompense for valuable services rendered to the conspirators by which they realized many hundred thousand dollars was the paltry sum of $250.

Besides manufacturing fraudulent Custom House certificates, Whimster and his associates got forged internal revenue certificates, besides having affidavits verified by a notary public in their hire, without taking the trouble to make oath before him. Some of the internal revenue certificates were prepared by subordinate revenue officials, who were in collusion with the drawback schemers. The articles mentioned in the certificates were hypothecated, and the names of the owners contained in them were fictitious. Some of the claims were for sums of several thousand dollars, one being as high as $9000. In one instance the accused parties put in a claim for drawback money on a number of steam cars, stating in their affidavit that the latter had been exported in a certain vessel. If the cargo had been real it would have been of sufficient weight to have sunk the vessel. An audacious man, named Wilson, one of Whimster's accomplices, also proceeded to file a claim for the tax on a very large quantity of hypothecated petroleum oil, claiming that it had all been exported. Among the persons who thrived by the ill-gotten gains derived from the United States Treasury was a lawyer named William H. Freer, who acted as claim agent at Washington. He was allowed a commission of ten per cent. on all the moneys he collected from the Government on the debenture claims; but not satisfied with this amount, he quietly appropriated the whole of the drawback money, finally absconding to Europe with about $80,000 in his possession. District Attorney Pierrepont visited Collector Grinnell yesterday afternoon for the purpose of consulting with him in relation to Mr. Blatchford's case. Several of the fraudulent debenture certificates were compared with the manifests in the Custom House, but the goods named in the former were found to have no representation on the manifest books, leaving strong suspicion of Blatchford's culpability in the matter.

The evidence in the case will be immediately submitted to the Grand Jury for their action. Korn and Wilson will be used as witnesses for the Government.

## MORRISSEY.

**He is Regarded as a Substantial Financier.**

*From the London Telegraph, Oct. 30.*

After all there may be some good in being or having been a prize-fighter. At least so we infer from the complete success of a menace to draw upon his old experience, which was made the other day by the Hon. John Morrissey, member of the United States Congress, speculator in the New York gold ring, and ex-pugilist. The notorious Fisk, Jr., whose collapse and flight formed a prominent consequence of the recent speculative *furore* in Wall street, stood indebted to Mr. Morrissey, or his brokers, in the sum of $80,000. The brokers who acted for the formidable legislator were young men of high respectability, and through the operations of Fisk, Jr., they had been brought near the verge of ruin. Mr. Morrissey took energetic steps to relieve them at least from the pressure of any responsibilities incurred on his account; and "through a mutual acquaintance," the New York papers tell us, it was intimated to Fisk, Jr., "in very emphatic terms," that the most summary steps would be taken by the honorable and redoubtable gentleman, if the money due was not forthcoming even to the uttermost penny. The gentle hint produced immediate effect; the money came; the young brokers were so far saved, and the legislatorial bruiser "came to his aln again." We should not like to see this kind of appeal to the *ultima ratio* of the individual man too often made; but in cases like that which we have just noticed, it is difficult to resist a sense of pleasure at the success of such an appeal—even a tendency to covet a more frequent application of the principle. How few of us have not most heartily prayed that a sound horse-whipping might befall some wretch on whose mean or vicious nature nothing else could produce the slightest impression? Mr. Morrissey, as the stalwart embodiment of financial justice, makes rather a notable picture; we see in him a nineteenth century KLight errant, who goes about ready by deeds of derring-do to make sure provision for Number One; a combination of Ariegail and Talus—the man of equity and the irresistible man of iron—before whom all the craft and perverted courage of a Fisk, Jr., are of no avail. It is not every pair of fists, or the fear of them, that can net £16,000 of jeopardized cash in a forenoon; and Mr. Morrissey's feat will probably set some people thinking with regret of the days when the prize ring was better than this generation ever knew it. Perhaps Mr. Morrissey could tell us that at its worst it was not so bad as the gold ring.

## SECOND EDITION

### LATEST BY TELEGRAPH.

Death of the Hon. Amos Kendall, ex-Postmaster-General, at the Age of 80 Years.

Victoria's Friendship for the Deceased Philanthropist, Peabody—Death Intereferes with a Royal Visit.

### Financial and Commercial

### *FROM WASHINGTON.*

**Death of the Hon. Amos Kendall.**

*Special Despatch to the Evening Telegraph.*

WASHINGTON, Nov. 12.—Amos Kendall, who held the position of Postmaster-General during a portion of Jackson's and Van Buren's administration, died this morning, after a protracted illness, aged eighty years and three months. The death of Mr. Kendall occurred at ten minutes before 9 o'clock, at Kendall Green, his residence, near this city. Only the members of his family were present.

### *FROM THE PACIFIC COAST.*

**Release of a French Ship.**

SAN FRANCISCO, Nov. 11.—The Secretary of the Treasury has ordered the release of the French ship Malabar, recently seized for violations of the Revenue laws, upon the payment of three times the value of the goods landed, and about one thousand dollars, the costs of suit.

**New Railroad.**

The Virginia City and Truckee Railroad will be completed on the 15th of November.

**New State Constitution.**

A proposition to call a convention to draft a new State Constitution is discussed by the California press.

**Quantrell.**

Quantrell, the leader of the Lawrence massacre, was tracked by a detective to this city, where he enlisted in the army, and was sent to Camp Scott, Nevada. An order was sent for his arrest, but reached there too late, he and three others having deserted.

### *FROM THE WEST.*

**Free Trade Meetings.**

CINCINNATI, Nov. 12.—Professor A. L. Perry, of Williams College, has accepted an invitation of prominent citizens to present his views on tariff reform, before the Chamber of Commerce, this evening, at Pike's Hall, and to-morrow night before the general public.

### *FROM EUROPE.*

**The Queen's Friendship for George Peabody—An Invitation to Windsor for a Quiet Talk.**

*By Anglo-American Cable.*

LONDON, Nov. 12.—I learn to-day that at a moment just immediately prior to the late George Peabody leaving England on his last visit to America, Queen Victoria addressed a letter in royal autograph to him, in which she expressed a great wish to meet him at a personal interview, and requesting him to inform her of the moment of his return to England. On his arrival at his home in this city from the United States, Mr. Peabody, in accordance with her Majesty's invitation, communicated the fact to the Court, and in reply received an invitation from the Queen to come and spend a day quietly with her on her return to Windsor from Scotland.

When the Queen was subsequently made aware of the very serious illness of Mr. Peabody, she proposed to visit Sir Curtis Lampson's house, and see him; but the rapidly fatal termination of the disease prevented her Majesty, to her very great regret, from carrying her friendly intention into practical effect.

**This Morning's Quotations.**

LONDON, Nov. 12—A. M.—Consols for money, 93½; for account, 93¾. American securieties quiet and steady; 5-20s of 1862, 83¾; 1865s, old, 82½; 1867s, 83¾; 10-40s, 78. Erie, 20¾; Illinois Central, 98½; Atlantic and Great Western, 25½.

PARIS, Nov. 12.—The Bourse opened quiet; Rentes, 71f. 35c.

LIVERPOOL, Nov. 12—11 A. M.—Cotton opens quiet; middling uplands, 11½d.; middling Orleans, 11¾d. The sales to-day will probably reach 10,000 bales. The sales of the week have been 50,000 bales, of which 1000 were for export and 4000 for speculation. Receipts of the week 86,000 bales, of which 13,000 bales were American. Stock, 435,000 bales; 31,000 of which are American.

LONDON, Nov. 12.—Tallow, 46s.@46s. 9d.; Linseed Oil, 29s.

ANTWERP, Nov. 12.—Petroleum opened flat at 61½f.

BREMEN, Nov. 12.—Petroleum closed firm last night.

**This Afternoon's Quotations.**

LONDON, Nov. 12—1 P. M.—Consols, for money, 93⅝; for account, 93½. Great Western, 26.

LIVERPOOL, Nov. 12—1 P. M.—Cotton—Stock afloat, 284,000 bales, of which 76,000 are American. Red Western wheat, 8s. 9d.; red winter, 9s.@9s. 1d. Receipts of wheat for the past three days, 75,000 quarters, of which 60,000 were from the United States.

LIVERPOOL, Nov. 12—2 P. M.—Cotton dull; middling uplands, 11⅝@11¾d.; middling Orleans, 11¾@11⅞d. The sales will not exceed 8000 bales. The market for yarns and fabrics at Manchester is heavy.

BREMEN, Nov. 12.—Petroleum opens quiet at 7 thalers 9 groats.

HAMBURG, Nov. 12.—Petroleum opens quiet and steady.

**New York Money and Stock Markets.**

NEW YORK, November 12.—Stocks steady. Money, 6@7 per cent. Gold, 126½. Five twenties, 1862, coupon, 115; do. 1863, do., 112½; do. 1865, do., 113½; do. do., new, 115½; do. 1867, do., 115½; do. 1868, 115½; Ten-forties, 107¾. Virginia sixes, new 52; Missouri sixes, 86; Canton Company, 51; Cumberland preferred, 26¼; New York Central, 181½; Erie, 23½; Reading, 97; Hudson River, 158½; Michigan Central, 120; Michigan Southern, 89½; Illinois Central, 137¾; Cleveland and Pittsburg, 84½; Chicago and Rock Island, 103½; Pittsburg and Fort Wayne, 185½; Western Union Telegraph, 35.

### LEGAL INTELLIGENCE.

**Court of Quarter Sessions—Judge Peirce.**

The attention of the Court and jury was engaged to-day with the trial of John L. Kearney, upon the charge of setting fire to property with intent to cheat and defraud the Jefferson Insurance Company, in which the property was insured for $2000. The house, situate at the N. E. corner of Twelfth and Federal streets, was owned by Mr. Robert Alunda, and was tenanted by the defendant, who kept a small store on the ground floor and used the other part of the building as a dwelling. About 4 o'clock in the morning of October 13 an alarm of fire was sounded and the building was discovered burning in the cellar, and the flames soon reached the storeroom. Two persons were on the roof crying "fire" and "murder," before whom all the craft and perverted courage of a Fisk, Jr., are of no avail. It is not every pair of fists, or the fear of them, that can net £16,000 of jeopardized cash in a forenoon; and Mr. Morrissey's feat will probably set some people thinking with regret of the days when the prize ring was better than this generation ever knew it. Perhaps Mr. Morrissey could tell us that at its worst it was not so bad as the gold ring. Verdict

**District Court, No. 1—Judge Thayer.**

Samuel V. Mays, assignee, vs. George Cuthbert. An action on a promissory note to recover against the defendant as guarrantor. The defendant denied the guarantee and the jury found in his favor.

The Pottsville Mining and Manufacturing Company, to use, vs. Eliza Smith, administratrix. An action on a promissory note. Verdict for plaintiffs, $488·10.

The City Building, Savings, and Loan Association of Philadelphia, vs. George Farrel, executor. A fi. fa. on a mortgage. Verdict for plaintiff, $3685·60.

Jesse S. Jackson vs. Nathan Stretch and Benjamin H. Brown. An action to recover for papering houses in Thirteenth street, above Montgomery avenue. Verdict for plaintiff, $164.

Williams & Ferguson vs. James O'Brien. An action on a mechanics' lien to recover for work done and materials furnished. No defense. Verdict for plaintiffs, $140·30.

Doerr, Son & Co. vs. Joseph Gingerly. An action to recover for putting up window shutters in defendant's residence, at Broad and Jefferson streets. On trial.

### FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH,
Friday, Nov. 12, 1869.

There is a fair amount of business done in loans, with money comparatively easy on call at 6@8 per cent.—the former figures at bank. In the paper market, however, there is considerable distrust among lenders, which can only be accounted for by the repeated heavy failures in New York of old houses, supposed to have been among the stanchest in that city. The result is great firmness in the rates for the best paper, known as gilt-edged, and a close scrutiny of all offerings, both in and out of the banks. The range on the street is 8@10 per cent., and at the banks nominally legal rates for customers, with good round sums left on deposit.

The Gold market continues weak, with a slow downward movement in the premium. Sales at the opening at 126¾, advanced to 126¾, and closing about noon at 126⅞.

There is very little doing in Government bonds, and prices continue about steady.

There is a fair degree of activity in the Stock market, and prices generally remain without change. State loans were rather better, with sales of the second series at 106¼, and the war loan at 101. City sixes were steady at 101 for the new issues.

Reading Railroad was steady, with sales at 48·56@48¾ b. o. Pennsylvania Railroad was quiet at 53½. Catawissa preferred at 36½, and Camden and Amboy Railroad at 117½. 28½ was offered for Philadelphia and Erie; 53 for Lehigh Valley, and 36½ for North Pennsylvania.

In Canal stocks the only transaction was in Delaware Division at 45. 33¼ was bid for Lehigh Navigation; 14 for Schuylkill Navigation preferred; and 58 for Morris preferred.

Coal stocks were neglected.

Bank stocks were steady, with sales of Western at 71, and Consolidation at 42.

Passenger Railway shares were very dull. 70 was offered for Tenth and Eleventh; 44½ for Chesnut and Walnut; and 12 for Hestonville.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

| | | | |
|---|---|---|---|
| $5000 Pa 6s, 2 sc..lots | 106½ | 35 sh Penna R..lots | 53⅝ |
| $200 Pa 6s, W L Cp. lots | 101 | 25 do ..2d. | 53½ |
| $1000 C & A 6s, '83 | 84½ | 32 do | 53¾ |
| $1000 City 6s, N | 85.101 | 50 do ..3d. | 53½ |
| $200 do. | 101 | 8 do | 53¾ |
| 11 sh West Bk | 71 | 500 sh Read R..b10. | 48¾ |
| 12 sh Consol'n Bk | 42 | 100 do | c.48·56 |
| 100 sh Cata Pf | 36½ | 20 sh Del Div | 53¾ |

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 117½@118; 5-20s of 1862, 115@115¼; do., 1864, 112¾@113; do., 1865, 113@113¼; do., July, 1865, 115¼@115½; do. do., 1867, 115¾@115¾; do., 1868, 115¼@115½; 10-40s, 107¾@107⅞; Cur. 6s, 107¼@107½; Gold, 126⅛.

MESSRS. DE HAVEN & BROTHER, 40 No. S. Third street, Philadelphia, report the following quotations:—U. S 6s of 1881, 117¾@117⅞; do. 1862, 114¾@115¼; do. 1864, 112¾@112½; do. 1865, 113¼@113¾; do. 1865, new, 115¼@115½; do. 1867, do. 115¾@115¾; do. 1868, do., 115¾@115⅞; 10-40s, 107¾@107⅞; U. S. 50 Year 6 per cent. Currency, 107½@107¾; Due Comp. Int. Notes, 19; Gold, 126¾@126⅞; Silver, 124@125½.

—NARR & LADNER, Bankers, report this morning's Gold quotations as follows:—

| | | | |
|---|---|---|---|
| 10·00 A. M | 126⅝ | 11·15 A. M | 126⅞ |
| 10·40 " | 126¾ | 11·40 " | 126¾ |
| 10·41 " | 126¾ | 11·45 " | 126¾ |
| 10·45 " | 126¾ | 12·00 M. | 126¾ |

SCHUYLKILL NAVIGATION COAL TRADE for the week ending Thursday, November 11, 1869:—

| | Tons. Cwt. |
|---|---|
| From Port Carbon | 12,423 15 |
| From Pottsville | 958 00 |
| From Schuylkill Haven | 13,213 10 |
| From Port Clinton | 864 00 |
| Total for week | 27,459 05 |
| Previously this year | 569,130 60 |
| Total | 596,589 05 |
| To same time last year | 878,460 02 |

**Stock Quotations by Telegraph—1 P. M.**

Glendinning, Davis & Co. report through their New York house the following:—

| | | | |
|---|---|---|---|
| N. Y. Cent. R | 181 | West. Union Tele | 35½ |
| N. Y. & Erie Rail. | 27¾ | Mil. & St. Paul R com | 69¼ |
| Ph. and Rea. R | 96½ | Mil. & St. Paul pref. | 83 |
| Mich. S.R | 89 | Adams Express | 55½ |
| Clev. and Pitts. R | 84½ | Wells, Fargo & Co | 18¼ |
| Chi. and N. W. com. | 69½ | United States | 51⅜ |
| Chi. and N. W. pref. | 85 | Tennessee 6s, new | 52 |
| Chi. and R. I. R | 103½ | Gold | 126⅛ |
| Pitts. F. W. & Chi. R | 85½ | Market irregular. | |
| Pacific Mail Steam | 57¾ | | |

### Philadelphia Trade Report.

FRIDAY, Nov. 12.—The Flour market is excessively dull, and, in the absence of any demand for shipment, only a few hundred barrels were taken by the local trade in lots at $5@5·25 for superfine; $5·25@5·50 for extras; Northwestern extra family at $5·50@6·25; Pennsylvania do. do., $5·75@6·50; Ohio and Indiana do. do., $6@6·50; and fancy brands, $6·75@7·50, according to quality. Rye Flour is steady at $6 ₰ barrel.

There is a better feeling in the Wheat market, but not much activity. Sales of 2500 bushels red at $1·30@1·38. Rye is steady at $1·05@1·08 ₰ bushel for Western. Corn is in fair request at full prices; sales of Pennsylvania yellow at $1·05; new do. at 85@90c.; and high Western mixed at $1·01@1·02. Oats are without material change; sales of 5000 bushels Pennsylvania and Western at 62@66c., and Delaware at 61c. Barley is quiet; 2000 bushels two-rowed New York sold at $1, and 1000 bushels four-rowed Canada at $1·31. Barley Malt cannot be quoted over $1·25. Bark—In the absence of sales we quote No. 1 Quercitron at $32·50 ₰ ton.

Whisky is firmer, and holders ask $1·04 for iron-bound packages.

### LATEST SHIPPING INTELLIGENCE.

*For additional Marine News see Inside Pages.*

(*By Telegraph.*)

NEW YORK, Nov. 12.—Arrived, steamships Malta, from Liverpool, and Fah-Kee, from Bermuda.

(*By Anglo-American Cable.*)

QUEENSTOWN, Nov. 12.—Arrived, steamship Denmark, from New York.

PORT OF PHILADELPHIA.....NOVEMBER 12.

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.....35 | 11 A. M.....48 | 2 P. M.....49

ARRIVED THIS MORNING.

Steamer H. L. Gaw, Iler, 13 hours from Baltimore, with mdse. to A. Groves, Jr.

Schr Mt. V. Cook, Falkenberg, from Hoboken, N. J.

Schr A. M. Lee, Dakers, from Staten Island.

Schr W. P. Cox, Bateman, from Plymouth.

Schr Restless, Baxter, from Boston.

Schr S. L. Simmons, Dandy, from Boston.

Schr John Walker, Davis, from Providence.

Schr Wm. Wilson, Brown, from Providence.

Schr Adeline Townsend, Risley, from New York.

*Correspondence of The Evening Telegraph.*

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, Nov. 11.—Seven barges leave in tow to-night for Baltimore, light.

John Van Buren, with hay, for Philadelphia.

St. James, with salt, for Philadelphia.

Major O'Reilley, with barley, for Philadelphia.

Alvin Clark, with empty barrels, for Philadelphia.

Deli Hynes, with empty barrels, for Philadelphia.

BALTIMORE BRANCH OFFICE, Nov. 11.—The following barges leave in tow to-night eastward:—

Rockwood; Sheldon; Harvest Moon; A. Allison; Fanny A. Greenman; W. T. Blessing; P. Abbe; Ticino; Joseph Byrnes; and A. C. Dornfield, all with coal for New York.

L. S. C.

MEMORANDA.

Ship Laila Rookh, Sutherland, from Liverpool for Philadelphia, put back to Liverpool 29th ult., having collided with ship Propontis of the bar.

Barque Pleiades, Hall, hence, at Matanzas 3d inst.

Brig Helen, Doane, hence, at Barbados 25th ult.

Brig Eunice, Barker, hence, at Mayaguez previous to 23d ult.

Schr Hattie Ross, Myrick, hence for St. Lucia, at Barbados 13th ult.

Schr Emma L. Porter, Sparks, hence, at Barbados 24th ultimo.

Schr Orrest, Heath, for Philadelphia, sailed from Fall River 8th inst.

Schr J. H. Ferry, Kelley, for Philadelphia, sailed from New Bedford 10th inst.

## THIRD EDITION

### WASHINGTON.

**Our Fleet in Cuban Waters Enlarged—The Remains of Peabody—The Cuban Junta and the Cabinet—Important Decision by the Revenue Commissioner—Counterfeiters Arrested.**

### *FROM WASHINGTON.*

**Our Fleet in the West Indies—More Iron-Clads Sent Down.**

*Special Despatch to The Evening Telegraph.*

WASHINGTON, Nov. 12.—It has been stated from time to time that various vessels of war had been ordered to the West India squadron, and it is now known that the Navy Department has been concentrating a large fleet in Cuban waters and the immediate vicinity of Cuba. Vessels are still being fitted out and sent down. The iron-clad Dictator

## SPIRIT OF THE PRESS.

**Editorial Opinions of the Leading Journals Upon Current Topics—Compiled Every Day for the Evening Telegraph.**

### THE INFIDELS' CONVENTION.

*From the N. Y. World.*

We have rescued the feeble fly which fluttered in the "Convention of Atheists, Infidels, and Secularists," at Philadelphia, from the oblivion that awaited it, and have embalmed it in the amber of the columns of the *World*, for the purpose of pointing a very obvious moral. For forty years or more a little knot of professed Infidels in the United States have labored hard and spent their money freely in persistent efforts to disseminate their opinions. They have kept alive a weekly newspaper, the *Investigator*, published at Boston, and edited by Mr. Abner Kneeland; they have printed and circulated books and tracts; they have formed clubs and societies and established libraries; and now, when they call a convention to see what can be done to prevent an "entire cessation from public demonstration" of what they term "the liberal cause," the appeal is answered by "seventeen persons, including one lady," and they unite in giving the most doleful accounts of "the feeble condition" of their "cause." One of the speakers said that he could find no one in Philadelphia who knew that such a convention was to be held, and he felt, when he saw that only seventeen persons had come to attend it, that he might say "the dead have come to bury the dead." The secretary of a "central committee" reported that for "pamphlets sold" during the year only five dollars had been received, and that the most that could be said of the labors of the committee was that they "had not been entirely useless." Another speaker said that, despite all the efforts to the contrary, there was a "frightful increase of superstition;" that "the clerical power was on the increase;" and that "a gentleman who is as radical an atheist" as the speaker himself "is building a church at a cost of $60,000," and would laugh at any one who asked him for $50 for "the liberal cause." In short, the story was that atheism and infidelity were on their last legs; and all that the convention could do in the hope of reviving them was to agree to make a desperate effort to raise $1000 to pay a lecturer for a year.

Now, the moral of all this is patent. The atheists and infidels have failed because they have attempted to tear everything down and build nothing up. They have contented themselves with negation and have refrained from affirmation. They have proposed to take everything away and give nothing in return. They ask men to give up their Bible, to abandon the faith of their childhood, to forget the lessons learned at a mother's knee, and intertwined with the sweetest and holiest associations and remembrances, and in exchange to content themselves with a string of cold and barren negations. "What we ask you to resign are superstitions," said the atheists. "They may be so, but even superstition is better than nothing," was the reply of almost every one. Of course, there may be a much higher reason than this for the miserable failure to which the infidels confess; it may be said that Heaven frowned upon them and that Providence brought their schemes to naught; but the failure is sufficiently accounted for by the reason we have assigned. A glimmering of this truth seems to have forced its way into the minds of some of the dolorous seventeen. "Some think we should go to work and build up a scientific positive system," said one of the speakers. Another speaker said that he believed that "the mind which gathered up scientific facts and communicated them to the people" "was calculated to do ten times more good" than "the mind that wanted to tear down the superstitious faiths encumbering the world;" but the result of the discussion was that it was better to still labor at "clearing away the rubbish." Well, even "rubbish" is better than nothing. If you ask a man to resign his belief in the immortality of his soul, in the sense in which theologians understand that phrase, you must offer him something in exchange for that belief, or he will refuse to part with what he may confess may be an illusion, but which is still a pleasing and a comforting thought.

While atheism and infidelity have thus been withering away, all over Christendom, constant, palpable, and ever-increasing progress has been made by those schools of thought which take affirmation instead of negation for their basis, and, while placing no limit to the range of scientific and positive truth, nor denying the possibility of the existence of truths which cannot yet be demonstrated, ask for belief in nothing which cannot be positively proved, and demand implicit faith for whatever can thus be demonstrated to be positively true. From the pulpit ever and anon comes a voice of complaint and warning concerning the increase of skepticism in the land; but, the Philadelphia convention itself being the witness, atheism and infidelity, so far from increasing, have scarcely a foothold in the country, having a name to live but being dead. The truth seems to be that, between the religion of the churches on one hand and the religion of free science on the other, there is no room left for the infidelity of the eighteenth century—harsh, cruel, cold, and barren negation of everything and affirmation of nothing. What may be the religion of the future—whether it may be that of the mother of all the Churches as she now is and as she always has been; or that of this Church transformed or developed into harmony with modern ideas; or that of Protestantism, with its now conflicting and jarring sects fused into one harmonious body; or the religion of science, denying nothing that may yet remain in the unknowable, but holding fast and practising upon all that can be proved to be within the known; what is to rule the minds and the hearts of the men of the future cannot yet be prognosticated; but that it wrll not be the religion of denial and of negation, the infidelity of Voltaire, Paine, and the Philadelphia convention of seventeen, may be set down as certain.

### EXTRAORDINARY NAVAL MOVEMENTS—HAVE THEY REFERENCE TO CUBA?

*From the N. Y. Herald.*

The unusual activity of the Navy Department and extraordinary movements of war vessels are not without cause, or they indicate precautionary steps, at least, to meet some particular or possible contingency. The question naturally arises whether all this has not reference to Cuba and the policy the Government is about to pursue with regard to that island. It is certain there can be no other reason for these movements; for there is not the least probability of trouble, either at home or with foreign nations, except that which might possibly arise with Spain relative to the Cuban question. Not that we believe or that the Government thinks there would be reason to apprehend war with Spain should the United States recognize the belligerent rights or independence of Cuba, but if such a step be contemplated by the administration precautionary measures to meet even a contingency so unlikely are proper. Besides, a powerful naval force in the neighborhood of Cuba, in the event of our Government resolving on such a policy, would impress the Spanish Government with a sense of the determination of the United States, and the futility of using force to restrain the action of this country. Indeed, instead of leading to war, the display of such power and preparation for war is the way to prevent it. We conclude, then, that the activity in naval matters—the order for the Miantonomah to be ready for sea, the ordering into commission and fitting out rapidly of the Swatara and two other vessels, the sudden transfer of stores and army supplies to the Albany, with orders for that vessel to sail immediately for Cuba, and other important movements—indicate that the Government is about to take a decisive course on the Cuban question, and in favor of Cuban independence.

Months ago General Sickles, our Minister at Madrid, told the Spanish Regency officially, in that famous note which created such a stir in Spain, that public opinion in the United States would soon compel his Government to recognize the Cubans. He wrote what he was instructed to write, and what, as an experienced and astute public man, he knew to be true. The Spanish Government has been forewarned, and must expect such action on the part of the United States. It knows the irresistible power of public opinion in this republic, and it has really more reason to thank the administration for great moderation in delaying to recognize the Cubans so long, and that against the popular will, than to be surprised or offended at recognition now. There is no cause of war in such an act, nor do we imagine Spain would be foolish enough to make it so. She cannot even subjugate the Cubans. Indeed, they have been gaining strength all along and are stronger to-day than ever, in spite of the armies and fleets of Spain. What, then, could Spain do in a war with this mighty republic? She could not land an army, and if she could it would be instantly annihilated. Her navy would be swept from the ocean, and as to any damage she might do us by letters of marque to privateers—which would be very little—we could do far more to her in the same way. We could extinguish Spanish commerce and deprive Spain of her remaining colonies. Such a conflict would be child's play, comparatively, to the United States.

But it is folly to talk of war: the Spanish Government has not the money or other means for such a Quixotic undertaking. Should Prim and the other leading men of Spain be insane enough to suppose they could reunite the people and consolidate their power by war, they would be much mistaken. Ignorant as the Spanish people may be, they must know that war with the United States would only bring overwhelming disaster to them. The factions which are now rending that unhappy country would become more active and stronger, and the horrors of civil war would be increased and continued. Nor could Spain hope for any assistance from the European powers. None, no, not even France or England, would lift a finger. They know too well the power of this country, and the interests they have at stake would prevent their interference. None of these powers will ever again meddle with American affairs unless driven to do so on their own account and to protect their own honor and interests—a contingency which is not likely to occur till the future reveals far greater complications than can be foreseen at present. All the talk of European sympathy and aid for Spain on this Cuban question is balderdash. There need not be and will not be any war about Cuba, though the United States should not hesitate to recognize the Cubans and to take any other action to secure their independence, even at the risk of war.

If we be right in our conjecture that the naval movements referred to indicate the speedy recognition of Cuba by the Government, the views we have expressed frequently as to the President's sympathy for and purpose regarding the Cubans will be confirmed. In spite of the weakness and timidity of the Secretary of State on this question, and the Spanish influence operating upon him indirectly through those near him and related to him, as well as through certain newspapers and Washington correspondence under the same Spanish influence, we have never doubted that General Grant would in due time take this matter in his own hands and show a vigorous and determined policy. Any other course would be in direct opposition to the broad and national views of the President, to the republican and generous impulses of his nature, to his love of liberty, to his ardent patriotism and desire for American progress and the aggrandizement of his country, and, in fact, to his whole character and history. He has been waiting, probably, for the assembling of Congress or till he could confer with the representatives of the people before taking decided action in favor of Cuba, and in the meantime has faithfully executed the neutrality laws, though acting against his own sympathies, so that there should be no stain upon the national honor. Now, however, as the members of Congress begin to reach the capital, he learns what their sentiments are, and, if we mistake not, is preparing to recommend and take a bold course worthy of this great republic. The unanimous expression of the House of Representatives at the close of the last Congress in favor of Cuban recognition will be reiterated, no doubt, with much more force by both houses as soon as Congress meets. The President will then have the full support of that body, and the administration will find itself acting in harmony both with the representatives of the people and public opinion. From all the signs of the times, we think the belligerent rights of the Cubans will soon be recognized and the independence of Cuba secured.

### THE ENGLISH PREMIER AND THE LATE GEORGE PEABODY.

*From the N. Y. Times.*

The Lord Mayor's dinner is an occasion on which it becomes necessary for the Prime Minister of England to make a long speech without saying anything. The city of London has, in its time, made great sacrifices on behalf of the government—more than once it has melted down all its plate in order to provide some ready money for impoverished monarchs. It consequently has become a tradition of the government to keep on good terms with the "City," and on the day when a new Lord Mayor comes into office, which happens on the 9th of November every year, the chief Ministers of State condescend to eat some turtle soup and green fat at the Mansion House, in the presence of a crowd of gaping aldermen and their wives. In return for this hospitality speeches are exacted from the guests, and as the Prime Minister is rarely willing to announce a definite policy for the first time at one of these civic feasts—although Sir Robert Peel once made an exception to the rule—he usually endeavors to tickle his audience with straws. Few men are so competent to construct an endless tangle of words without beginning, middle, or end as Mr. Gladstone. He is a great man with an unrivaled talent for prolixity. A Lord Mayor's dinner, therefore, presents no difficulties to him. We saw by his speech on Wednesday that he produced "windbags" one after the other, with a rapidity which Lord Palmerston could not have excelled.

All that the Premier said in reference to Ireland we may set aside as so much talk, intended to satisfy his hosts without retarding the process of digestion by calling their intellects into play. His reference to this country is of greater interest, because it is less encumbered by the manifest effort to avoid the revelation of Cabinet secrets. Mr. Gladstone once more avows the most cordial feelings towards the United States, and we have no doubt we shall find, when the full reports of his speech reach us, that he awakened a sympathetic response in declaring that the recollection of Mr. Peabody ought to make England more anxious than ever to preserve friendly relations with America. We need scarcely say that in England the name of Mr. Peabody is a "household word," and even the poorest of the poor know that he is an American, and honor him not only as a benefactor, but as a representative of his countrymen. The working classes generally, and the unemployed poor, have never shared that jealousy of America which the middle and "upper" classes have at times entertained, of which Mr. Roebuck was the fitting spokesman, and which led Mr. Gladstone himself to declare in 1863 that "Jefferson Davis had made a nation." He has since confessed that "he took more upon himself than he ought to have done" in making that announcement, and there is no reason to quarrel with his later expressions of opinion in reference to the United States.

Mr. Gladstone is especially happy in his eulogy of Mr. Peabody when he says that he has "taught us the most needful of all lessons—how a man can be master of his fortune, and not its slave." This must always be the most instructive feature in the history of Mr. Peabody's life. He gave away the greater part of his wealth while he still had health and strength to enjoy it—for it is only within the last two years that his constitution seemed to collapse. Last summer he was able to go on a fishing excursion with Mr. Bright. He believed that he had formed a plan for doing good to a vast number of people, and he was anxious to see the work begun in his lifetime. His native nobility of character, his unselfishness and self-denial—for even the voice of envy and detraction can never say that he spent his money upon himself—have won for him greater honors in England than have ever before been paid to a private citizen of foreign birth. From the Queen to the pauper, all classes have united to pay respect to his memory. Mr. Gladstone is quite right in saying that incidents of this kind do more than all the cumbrous devices of diplomatists to promote a right understanding between nations.

### THE HEGIRA OF VALLANDIGHAM.

*From the N. Y. Tribune.*

We have never been an intemperate admirer of Mr. Vallandigham. Indeed, if we had wanted for purposes of exhibition a politician in whom every objectionable quality appeared in its highest state of development, we should have "gone for" that gentleman without the slightest reference to expense, and should defiantly have challenged the universe to match him. The patient and unwearied fatuity with which he has bumped his head against stone walls for the last seven or eight years, and the cheerfulness which he has maintained throughout that depressing exercise, have something heroic in them; and they lift him so much above the level of ordinary traitors as to entitle him to curious and scientific attention. Until recently there seemed every reason to apprehend that he would occupy the remainder of the century in this fruitless concussive proceeding—that he would continue to bump his not very wise head against very solid obstacles, a spectacle of pity to the gods and of wonder to mankind. But he seems inclined to withdraw that globose and sorely-contused organ from further employment of the sort.

At least, he has written a letter which permits us to indulge that anticipation. In it he says that he has been almost entirely withdrawn from politics for the past year; that in his opinion the questions of to-day will not be the questions of 1872; that the position of leading men will be by that time greatly changed; that if the Democratic party is beaten (he refers to the election which has taken place), it doesn't signify; inasmuch as seven successive years of that penitential experience have made them used to it; but if it should win! However, as it didn't win, we may omit mention of the consequences which Mr. Vallandigham thought would result from that event. The letter altogether signifies that the writer is tired of letting empty buckets into empty wells and drawing nothing up, and that, as he has not found treason a paying business, he is going into liquidation. It is well: a back seat and a little pause of silence will do him a world of good. We are not in the councils of his party, but we think it can spare him. He has been the bee in its bonnet, the fly in its honeypot, the bull in its china shop, the donkey amid its cabbages. We would celebrate him through other zoological and entomological symbols, if we could think of any which were appropriate. Those we have employed only feebly shadow forth the nuisance he has been to his people. If we were of them we should try to get up a general jubilee to celebrate his retirement from active political life. He is reputed to possess brains, though it is apparent that his purposes of evil were but feebly supplemented by his capacities. All that he has done has been to lead his party to defeat time after time and to impose upon its national creed a few odious dogmas, which of themselves are sufficient to account for its repeated overthrow. Provincial constituencies are apt to accord first-class honors to second-class capacities, and it is possible that they may have done so in the case of Mr. Vallandigham.

If we could discern in his letter distinct evidences of penitence, even a single orotund and articulate *peccavi*, we should shrive the man at once, and send him some rudimentary treatise setting forth the duty of a citizen to the State. A diligent perusal of some manual of the sort might in time make a patriot of him, in which case we should gladly welcome him to the Republican ranks, and would, so far as we could, consign to oblivion that page of history upon which it is little likely that he will ever look back with pride. But we have no distinct evidence that Ephraim is not still wedded to his idols. If he is, it is matter of general felicitation that he has gone into the wilderness to worship them.

## LOST.


$10 REWARD.—LOST—A CERTIFICATE of New City Loan, No. 1329, for $4500, in the name of JOHN GARDE. Application has been made for a renewal of said certificate. Of no use to any one but M. P. GARDE,
9 24 fin 30d* No. 253 DEAN Street, Philadelphia.

ALEXANDER G. CATTELL & CO.
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CHAMPAGNES.—Agents for her Majesty, Duc de Montebello, Carte Bleue, Carte Blanche, and Charles Farre's Grand Vin Eugenie, and Vin Imperial, M. Ehrman & Co., of Mayence, Sparkling Moselle and RHINE WINES.
MADEIRAS.—Old Island, South Side Reserve.
SHERRIES.—F. Rudolphe, Amontillado, Topaz, Vallette, Pale and Golden Bar, Crown, etc.
PORTS.—Vinho Velho Real, Vallette, and Crown.
CLARETS—Promis Ainé & Cie., Montferrand and Bordeaux, Clarets and Sauterne Wines.
GIN.—"Meder Swan."
BRANDIES.—Hennessey, Otard, Dupuy & Co.'s various vintages. 4 5

CARSTAIRS & McCALL,
Nos. 126 WALNUT and 21 GRANITE Streets,
Importers of
BRANDIES, WINES, GIN, OLIVE OIL, ETC.,
AND
COMMISSION MERCHANTS
For the sale of
PURE OLD RYE, WHEAT, AND BOURBON WHISKIES. 5 28 3p5

CARSTAIRS' OLIVE OIL—AN INVOICE of the above for sale by
CARSTAIRS & McCALL,
5 28 2p5 Nos. 126 WALNUT and 21 GRANITE Sts.

ROOFING.

READY ROOFING.—This Roofing is adapted to all buildings. It can applied to
STEEP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while under going repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.
I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon the best and cheapest in the market.
W. A. WELTON,
2 17 No. 711 N. NINTH Street, above Coates.

TO OWNERS, ARCHITECTS, BUILDERS, AND ROOFERS.—Roofs! Yes, yes. Every size and kind, old or new. At No. 507 N. THIRD Street, the AMERICAN CONCRETE PAINT AND ROOF COMPANY are selling their celebrated paint for TIN ROOFS, and for preserving all wood and metals. Also, their solid composition roof covering, the best ever offered to the public, with brushes, cans, buckets, etc., for the work. Anti-vermin, Fire, and Water-proof; Light, Tight, Durable. No cracking, sealing, or shrinking. No paper, gravel, or heat. Good for all climates. Directions given for work, or good workmen supplied. Care, promptness, certainty! One price! Call! Examine! Judge!
Agents wanted for interior counties.
4 29tf JOSEPH LEEDS, Principal.

GRAVEL ROOFS REPAIRED AND WARranted for five years, at half the price others charge. Tin roofs repaired and painted at one cent per square foot. Old shingle roofs covered with ready roofing, at small cost. Keystone Roofing Company, No. 411 VINE Street. Call and see. 11 8 1m

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO.
N. E Corner FOURTH and RACE Sts.
PHILADELPHIA.
WHOLESALE DRUGGISTS,
Importers and Manufacturers of
White Lead and Colored Paints, Putty
Varnishes, Etc.
AGENTS FOR THE CELEBRATED
FRENCH ZINC PAINTS.
Dealers and consumers supplied at lowest prices for cash. 1941

M. MARSHALL.
DRUGGIST AND CHEMIST,
AND WHOLESALE DEALERS IN
PAINTS, OILS, GLASS, AND PATENT MEDICINES,
Nos. 1301 and 1303 MARKET St.
10 21 thstu3m

STOVES, RANGES, ETC.

THOMSON'S LONDON KITCHENER or EUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers,
SHARPE & THOMSON,
5 22wfm 6m No. 230 N. SECOND Street.

PATENTS.

WILLIAM S. IRWIN,
GENERAL PATENT AGENT,
No. 406 LIBRARY STREET.
OUTCALT'S PATENT ELASTIC JOINT IRON ROOF.
AMERICAN CORRUGATED IRON CO.'S MANUFACTURES, FIRE-PROOF BUILDINGS, ETC.
TAYLOR & COALE'S PATENT AUTOMATIC LOCK-UP SAFETY VALVE.
BRADFORD'S LOW WATER INDICATOR, ETC. ETC. 10 4 tf 1

PATENT OFFICES,
N. W. Corner FOURTH and WALNUT
PHILADELPHIA.
FEES LESS THAN ANY OTHER RELIABL AGENCY.
Send for pamphlet on Patents.
9 4 thstu6 CHARLES H. EVANS.

PATENT OFFICES.
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(Entrance on FOURTH street).
FRANCIS D. PASTORIUS,
SOLICITOR OF PATENTS.
Patents procured for inventions in the United States and Foreign Countries, and all business relating to the same promptly transacted. Call or send for circulars on Patents.
Open till 9 o'clock every evening. 3 6 smth

STATE RIGHTS FOR SALE.—STATE Rights of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J.
5 27tf MUNDY & HOFFMAN.

LOOKING GLASSES, ETC.

ESTABLISHED 1795.
A. S. ROBINSON,
FRENCH PLATE LOOKING-GLASSES,
ENGRAVINGS,
BEAUTIFUL CHROMOS,
PAINTINGS,
Manufacturer of all kinds of
LOOKING-GLASS,
PORTRAIT, AND PICTURE FRAMES,
NO. 910 CHESNUT STREET,
8 15 Fifth door above the Continental, Phila.

WINDOW GLASS.

"WINDOW GLASS."
EVANS, SHARP & CO.,
NO. 613 MARKET STREET,
Are daily receiving shipments of Glass from Works, where they are now making 10,000 feet day.
They are also receiving shipments of
FRENCH WINDOW GLASS.
Rough Plate and Ribbed Glass, Enamelled Stained, Engraved, and Ground Glass, which they offer at [9 25 3m
LOWEST MARKET RATES.

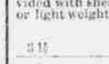
ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all sizes and kinds, Iron and Brass Castings of all descriptions. Roll Turning Screw Cutting, and all other work connected with the above business.
Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.
The subscribers have ample wharf dock room for repairs of boats, where they can lie in perfect safety, and are provided with sheers, blocks, falls, etc. etc., for raising heavy or light weights.
JACOB C. NEAFIE,
JOHN P. LEVY,
8 15 BEACH and PALMER Streets.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,
PHILADELPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service.
Boilers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either Iron or Brass.
Iron Frame Roofs for Gas Works, Workshops, and Railroad Stations, etc.
Retorts and Gas Machinery of the latest and most improved construction.
Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping Engines, etc.
Sole Agents for N. Billeux's Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machines. 4 30tf

GIRARD TUBE WORKS.
JOHN H. MURPHY & BROS.
Manufacturers of Wrought Iron Pipe, Etc.
PHILADELPHIA, PA.
WORKS,
TWENTY-THIRD and FILBERT Streets.
OFFICE, [4 1
No. 42 North FIFTH Street.

CARRIAGES.



GARDNER & FLEMING,
CARRIAGE BUILDERS,
No. 214 South FIFTH Stree
BELOW WALNUT.
A Large Assortment of New and Second-hand
CARRIAGES,
INCLUDING
Rockaways, Phætons, Jenny Linds, Buggies
Depot Wagons, Etc. Etc., [3 23 tuth
For Sale at Reduced Prices.


LEGAL NOTICES.

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of SAMUEL R. MASSEY, deceased.
The Auditor appointed by the Court to audit, settle, and adjust the account of LAMBERT R. MASSEY, trustee of the above estate, and report distribution of the balance, will meet all parties interested on MONDAY, November 22, 1869, at 12 o'clock, at his office,
J. HILL MARTIN, Auditor,
11 10 wfm5t* No. 237 South THIRD Street.


INSURANCE.

1829.—CHARTER PERPETUAL.
Franklin Fire Insurance Company
OF PHILADELPHIA.
Office, Nos. 435 and 437 CHESNUT St.
Assets Jan. 1, '69, $2,677,372'13
CAPITAL.....$400,000'00
ACCRUED SURPLUS.....1,083,528'70
PREMIUMS.....1,193,843'43
UNSETTLED CLAIMS, $23,788'12. INCOME FOR 1869, $360,000.
Losses paid since 1829, over $5,500,000
Perpetual and Temporary Policies on Liberal Terms. The Company also issues Policies on Rents of Buildings of all kinds, Ground Rents, and Mortgages.
DIRECTORS.
Alfred G. Baker, Alfred Fitler,
Samuel Grant, Thomas Sparks,
George W. Richards, William S. Grant,
Isaac Lea, Thomas S. Ellis,
George Fales, Gustavus S. Benson.
ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAS. W. McALLISTER, Secretary.
THEODORE M. REGER, Assistant Secretary. 2 9

INSURE AT HOME,
IN THE
Penn Mutual Life Insurance
COMPANY,
No. 921 CHESNUT STREET, PHILADELPHIA.
ASSETS, $3,000,000.
CHARTERED BY OUR OWN STATE.
MANAGED BY OUR OWN CITIZEN
LOSSES PROMPTLY PAID.
POLICIES ISSUED ON VARIOUS PLANS.
Applications may be made at the Home Office, and at the Agencies throughout the State. [2 18s
JAMES TRAQUAIR.....PRESIDENT
SAMUEL E. STOKES.....VICE-PRESIDENT
JOHN W. HORNOR.....A. V. P. and ACTUARY
HORATIO S. STEPHENS.....SECRETARY

STRICTLY MUTUAL.
Prevident Life and Trust Co.
OF PHILADELPHIA.
OFFICE, No. 111 S. FOURTH STREET.
Organized to promote LIFE INSURANCE among members of the Society of Friends.
Good risks of any class accepted.
Policies issued on approved plans, at the lowest rates.
President, SAMUEL R. SHIPLEY.
Vice-President, WILLIAM C. LONGSTRETH.
Actuary, ROWLAND PARRY.
The advantages offered by this Company are unexcelled. 1 27

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.
Office S. W. Corner FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.
Cash Capital.....$200,000'00
Cash Assets, July 1, 1869, $313,279'23.
DIRECTORS.
F. Ratchford Starr, J. Livingston Erringer,
Nalbro Frazier, James L. Claghorn,
John M. Atwood, William G. Boulton,
Benjamin T. Tredick, Charles Wheeler,
George H. Stuart, Thomas H. Montgomery,
John R. Brown, James Aertsen.
This Company insures only first class risks, taking no specially hazardous risks whatever, such as factories, mills, etc.
F. RATCHFORD STARR, President.
THOMAS H. MONTGOMERY, Vice-President.
ALEXANDER W. WISTER, Secretary. 2 6

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1804—CHARTER PERPETUAL.
No. 224 WALNUT Street, opposite the Exchange.
This Company insures from loss or damage by FIRE,
on liberal terms, on buildings, merchandise, furniture, etc., for limited periods, and permanently on buildings by deposit of premiums.
The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.
DIRECTORS.
John L. Hodge, David Lewis,
M. H. Mahony, Benjamin Etting,
John T. Lewis, Thomas H. Powers,
William S. Grant, A. R. McHenry,
Robert W. Leaming, Edmund Castillon,
D. Clark Wharton, Samuel Wilcox,
Lawrence Lewis, Jr., Lewis C. Norris.
JOHN R. WUCHERER, President.
SAMUEL WILCOX, Secretary. 4 28

OFFICE OF THE INSURANCE COMPANY OF NORTH AMERICA, No. 232 WALNUT Street, Philadelphia.
Incorporated 1794. Charter Perpetual.
Capital, $500,000.
Assets.....$2,350,000
MARINE, INLAND, AND FIRE INSURANCE.
OVER $20,000,000 LOSSES PAID SINCE ITS ORGANIZATION.
DIRECTORS.
Arthur G. Coffin, Francis R. Cope,
Samuel W. Jones, Edward H. Trotter,
John A. Brown, Edward S. Clarke,
Charles Taylor, T. Charlton Henry,
Ambrose White, Alfred D. Jessup,
William Welsh, John P. White,
S. Morris Waln, Louis C. Madeira,
John Mason, Charles W. Cushman,
George L. Harrison.
ARTHUR G COFFIN, President.
CHARLES PLATT, Vice-President.
MATTHIAS MARIS, Secretary.
CHAS. H. REEVES, Asst. Secretary. 2 15

FAME INSURANCE COMPANY.
No. 809 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL, $200,000.
FIRE INSURANCE EXCLUSIVELY.
Insures against Loss or Damage by Fire either by Perpetual or Temporary Policies.
DIRECTORS:
Charles Richardson, Robert Pearce,
William H. Rhawn, John Keseler, Jr.,
William M. Seyfert, Edward B. Orne,
Henry Lewis, Charles Stokes,
Nathan Hilles, John W. Everman,
George A. West, Mordecai Buckby.
CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS I. BLANCHARD, Secretary. 7 25

THE PENNSYLVANIA FIRE INSURANCE COMPANY.
—Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.
This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.
Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.
DIRECTORS.
Daniel Smith, Jr., John Devereux,
Alexander Benson, Thomas Smith,
Isaac Hazlehurst, Henry Lewis,
Thomas Robins, J. Gillingham Fell.
Daniel Haddock, Jr.
DANIEL SMITH, Jr., President.
WM. G. CROWELL, Secretary. 2 30

IMPERIAL FIRE INSURANCE CO.,
LONDON.
ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds,
$8,000,000 IN GOLD.
PREVOST & HERRING, Agents,
2 45 No. 107 S. THIRD Street, Philadelphia.
CHAS. M. PREVOST. CHAS. P. HERRING

WANTS.

WANTED—AGENTS, TEACHERS, Students, Clergymen, Farmers' sons and daughters, and all to sell
BEFORE THE FOOTLIGHTS AND BEHIND THE SCENES.
BY OLIVE LOGAN,
*The Great Reformer of the Stage,*
who, having abandoned stage life, now exhibits in vivid colors the whole show world BEFORE AND BEHIND THE SCENES. Being Truthful, Moral, and High-toned, as well as Sensational, Rich, and Racy, it outsells all other books. Beautifully illustrated with 40 spirited engravings, 24 full page cuts, 650 pages, on rose-tinted paper. Greatest inducements yet offered. Prospectus, Sample Copy, Boxes, and Stationery Free. For circular, explaining, address, immediately, PARMELEE & CO., Publishers, either at Philadelphia, Pa., Cincinnati, Ohio, or Middletown, Conn. 10 28 tuthsa3m

# NEWS SUMMARY.

### City Affairs.

—The body of Patrick Lee was found yesterday afternoon near the track of the Reading Railroad, at the Falls of the Schuylkill. From the appearance of the remains it is supposed that the deceased was struck by a passing train. The Coroner was notified to hold an inquest.

—Yesterday Detective Miller, of this city, and Videto, of Brooklyn, arrested M. F. Howe in the lower section of the city, on the charge of being a fugitive from justice from Brooklyn, where he is said to have passed a forged check and draft, and obtained about $5000 on them. The check purported to be signed by John D. Richards, and the draft was on the Long Island Bank of Brooklyn. He will be taken to Brooklyn to-day.

—A caucus will be held this afternoon by Councils for the purpose of selecting candidates for the position of Chief Engineer for the Water Department. There are several gentlemen named for the nomination, among whom are the present chief, Mr. Frederick Graeff, Mr. Thomas J. Lovegrove, Chief Boiler Inspector; Dr. McFadden, and Mr. Birkinbine, former Chief of the Water Department. There will doubtless be a full attendance of members, as it is a matter of importance in which every citizen has a lively interest.

—At a meeting of the Guardians of the Poor, held at the Blockley Almshouse yesterday, President John M. Whitall in the chair, the committee on estimates for 1870 made their report, showing that for the departments named there would be required the following:—Hospital Department, $37,220; Insane Department, $10,160; Children's Asylum, $2750; House generally, $23,780; Manufacturing Department, $23,400; Farm and Blockley Estate, $12,020. Our-door expenses, $48,039; for relief of out-door poor, $63,400. Total, $434,780.

—John Sweeney, who was arrested on Wednesday upon the charge of being a professional thief, and against whom there are several charges of robbery pending, made his escape from the Central Police Station yesterday morning. It seems that the door of the cell was opened for him, but instead of his going in he walked out of the station. The strange part of the affair is, that he left the place unnoticed by the turnkey. Mayor Fox, when informed of the escape of Sweeney, suspended the turnkey, and ordered an investigation to be made into the matter.

—The semi-annual examination for teachers in the Public Schools commenced yesterday afternoon in the Zane Street School. The examinations are held under the authority of the Board of Controllers of the Public Schools, and in accordance with an act of the Legislature of the State. There were 150 young ladies present, and 12 males. The questions were prepared by the several Professors of the Central High School, Professor Hopper acting as Secretary of the Board of Examiners. The subjects examined yesterday were arithmetic, grammar, etymology, defining, and reading. The examination will be continued to-day. The report of the result of these examinations will be made to the Board of Control by Lewis Elkin, Esq., Chairman of the Committee on Qualifications of Teachers.

### Domestic Affairs.

—Gold closed yesterday at 126¾.

—General William E. Martin, of Charleston, died in Baltimore yesterday.

—A mill and grain elevator at Chillicothe, Ill., was destroyed by fire on Wednesday night.

—A soldiers' monument was dedicated in Fairmount Cemetery, Newark, N. J., yesterday.

—Postmaster-General Creswell made a number of Post Office changes in this State yesterday.

—One of the wires of the old Atlantic Telegraphic Cable is said to be very slow and uncertain, through the work of insects.

—A suit is about to be instituted in Louisville involving the ownership of real estate in that city valued at $30,000,000.

—A party of distinguished army officers will go from Washington to Louisville, to attend the coming meeting of the Army of Tennessee.

—A petition gotten up by the Cuban Junta, praying Congress to accord Cuba belligerent rights, is being very numerously signed in New York.

—A bill removing the disabilities of Judge Frazer, impeached by the last Republican Legislature, has passed the Tennessee House of Representatives.

—A general order eulogistic of the late General Wool, and giving directions for military honors at his funeral, has been issued by the Commander-in-Chief.

—A rumor that Pere Hyacinthe would issue an address setting forth his position towards the Catholic Church has been contradicted by the reverend father.

—Senators Cattell and Cameron, Secretary Robeson and Attorney-General Hoar and Hons. Charles O'Neill, Henry Wilson and J. F. Wilson, arrived in Washington yesterday.

—The companies that bought the Government railroads in Tennessee while Johnson was President have offered in payment bonds of that State indorsed by the Government.

—A policeman has been censured by a New York coroner's jury for neglecting to render assistance at the Liberty street fire, in which a whole family was burned to death. But for his neglect, some of the victims might have been saved.

—From the report of the proceedings of the Presbyterian General Assemblies at Pittsburg, yesterday, it will be seen that the question of reunion between the Old and the New Schools is virtually settled, and the plan upon which it is to be carried out adopted.

### Foreign Affairs.

—The barque Cuba, from New York, has been wrecked off Holyhead. All her crew but five were lost.

—A disastrous hurricane has been experienced on the Mediterranean. Among the vessels lost was an American steamer.

—The British Government has directed that the remains of Mr. Peabody be conveyed to this country on board a vessel of war.

—Dr. Temple, despite all the opposition which his nomination met with, has been elected to the Bishopric of Exeter by the Chapter of that diocese.

—The Pope does not wish to have the question of his infallibility discussed by the Ecumenical Council, unless the support of an overwhelming majority is probable.

## CITY COUNCILS.

Yesterday afternoon this branch of the City Government held its regular stated meeting.

*Select Branch.*—President Stokley was in the chair. Finding it necessary to be absent, his place was soon afterward occupied by Mr. Samuel W. Cattell, representative of the Twenty-fourth ward.

Mr. Hopkins asked for an erasure from the minutes of the previous session of a portion of the proceedings that in his opinion was unparliamentary.

To this the Chamber declined to assent.

A communication was received from the Board of Controllers of Public Schools. It asks the city to buy, for the sum of $8500, the building 909 Locust street, for the purposes of the public schools; also, to give $11,000 for one at Twenty-fourth and Locust streets, and $2500 for the support of night schools.

The whole batch of requests were consigned to the consideration of the Committee on Schools.

A long petition was received from an important institution known as the Merchants' Transportation Company. It is located at Trenton, New Jersey. On the occasion of the late serious fire in Front street, the firemen burned several empty hogsheads belonging to this company. The board of officers and directors now present through their agent a bill for the sum of twenty-three dollars and seventy-five cents as their loss through the burning of the hogsheads in question.

The bill was duly referred to the Committee on Claims.

Mr. Cattell asked whether his late amendments to the bill selling to the University of Pennsylvania a portion of the almshouse demesne could now be called up. If it were not introduced at the proper time he wished to recall it.

The Chair stated that the only way to get at the matter was to reconsider the vote by which the university bill had been postponed.

Mr. Cattell so made motion. It was agreed to by a vote of 14 to 11.

Mr. McCall made a call for a vote. It resulted in a vote of 16 to 11.

The [illegible] was brought before the house.

It was discussed; amendments were offered and voted down, and at last the whole subject was postponed for two weeks.

A resolution to meet in joint convention on the 15th to elect port wardens, &c., was passed.

A bill was passed authorizing a number of transfers in the item to the maintenance of the Highway Department for the tramwaying of certain streets.

A resolution permitting Edward Addicks to lay a railroad track across Jones street, Ninth ward, was adopted.

Common Council's resolution to appropriate $10,000 for a colossal statue of the late Rear Admiral Stewart was introduced. It was referred to the Finance Committee.

A resolution from Common Council permitting Messrs. J. H. Michener & Co. and Harrison & Co. to construct a certain telegraph line for business purposes was agreed to.

Another resolution, directing the grading of Twenty-second, Twenty-third and Twenty-fourth streets, in the vicinity of the Darby road, was passed without dissent.

A resolution was also passed directing the grading and paving of Cooper and Granville streets.

It was also agreed that the Councils shall meet next week on Wednesday, instead of Thursday.

A resolution, directing the superintendent of the Girard estate to report the names of all persons holding leases of lands of the estate, was adopted.

A bill appropriating $133 33 to the Department of the City Treasury was agreed to.

Common Council resolution relative to the compilation of certain business and other municipal statistics was passed.

Adjourned.

*Common Branch.*—This Chamber met at the usual hour, President Louis Wagner in the chair.

The following communications were received:

One from the City Commissioner, asking for an extra appropriation of $4562 25 to pay for deficiencies for the year 1869. Referred to Finance Committee.

A number of petitions for gas lamps.

A resolution from Mr. Martin, dispensing with the meeting on Thursday next and appointing Wednesday instead. Agreed to.

Also, one calling a joint convention of Councils to elect three officers to the Pennsylvania Railroad. Agreed to.

Mr. Hall presented a resolution of regret on the death of Miss Rebecca George, who lately presented the city with George's Hill, for the purpose of improving Fairmount Park. Agreed to.

The Board of Revision presented to Councils the statement of real and personal property in the several wards, returned for taxable purposes for the year 1870.

Mr. Hall presented a resolution to the Board of Health to have the following streets cleaned: Walnut street, from Sixth to Thirteenth; Thirteenth street, from Walnut to Chestnut; Chestnut street, from Thirteenth to Broad; Broad street, from Chestnut to Spruce; Spruce street, from Broad to Tenth, and Tenth street from Spruce to Shippen.

Mr. Hetzell moved to amend by adding all the streets in the Sixteenth ward.

The amendment was agreed to, and the resolution passed.

Also, one directing the Schuylkill River Passenger Railway Company to have their tracks repaired. Agreed to.

The bill which was pending at the adjournment of Councils, last week, for the extension of the terms of office of the heads of the municipal departments, was taken up. On the motion to indefinitely postpone the yeas and nays were called, and resulted in yeas 18, nays 14.

Mr. Hanna presented an ordinance supplementary to an ordinance relative to paving the streets of the city, passed June 10, 1869. Agreed to.

Mr. Blackburn presented a resolution granting the ward constables the use of the station-houses and city vans. Referred to the Committee on Law.

A resolution was presented by Mr. Rice appointing a joint committee of both Chambers for the purpose of erecting a bronze statue of Rear Admiral Stewart, the cost not to exceed $10,000. Agreed to.

Mr. Shoemaker presented a resolution of instruction to the Commissioners of Girard Estate, requesting them to report the necessary measures to secure the binding out of a number of pupils of Girard College who have remained over their time, thus preventing others from gaining admittance. Agreed to.

Messrs. Rice, Allen and Fagen were appointed a committee on the Admiral Stewart statue.

Mr. Shoemaker called up the ordinance making an appropriation of $133 33 to pay for clerk hire, &c., in the office of the City Treasurer. Agreed to.

Mr. Hall presented a resolution to appoint a joint committee of Councils to confer with the United States authorities as to the manner of taking the census in 1870. Agreed to.

The following bills from Select Council were taken up:

One directing the Chief Commissioner of Highways to cause the persons who laid the concrete pavement on Vine street, east of Third street, to remove the same. Referred to Committee on Highways.

Also, one relative to opening Sixty-fourth and other streets in the Twenty-fourth ward. Referred to Committee on Highways.

Also, one for the laying of water pipe on Delaware avenue, from South street to Davis' landing. Agreed to.

Also, one permitting John H. Michener to lay down a turnout on Front street. Agreed to.

Also, one consolidating the Departments of Wharves and Landings, &c. Agreed to.

One making an appropriation to pay for the entertainment of the St. John's Commandery of Knights Templar. Agreed to.

Also, one granting permission to Mr. Addicks to lay a track across Jones street, Ninth ward. Agreed to.

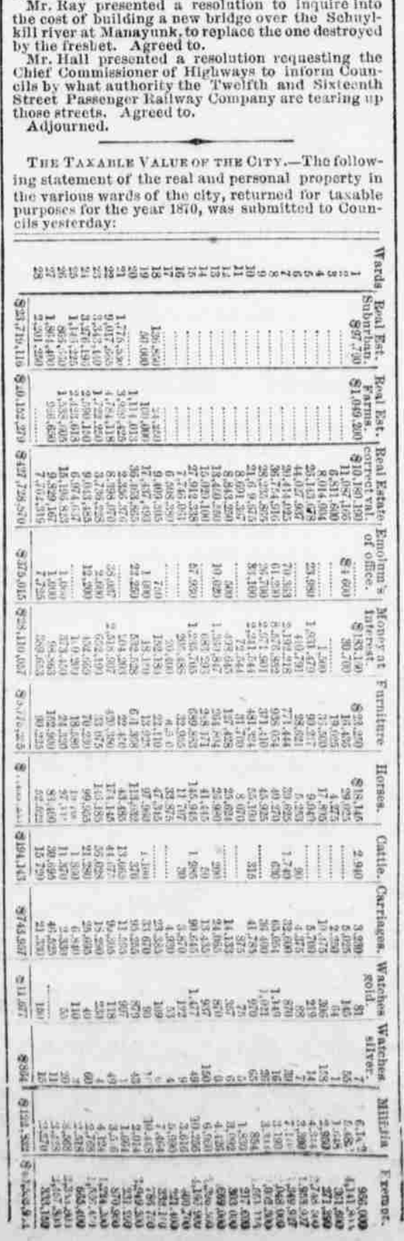
Mr. Ray, of the Highway Committee, presented a resolution to open Ashburton street, from Twenty-fifth to Twenty-sixth street; to grade Wellington street; tramway Evans street, and to lay plank footways on Darby road. Agreed to.

Mr. Ray presented a resolution to inquire into the cost of building a new bridge over the Schuylkill river at Manayunk, to replace the one destroyed by the freshet. Agreed to.

Mr. Hall presented a resolution requesting the Chief Commissioner of Highways to inform Councils by what authority the Twelfth and Sixteenth Street Passenger Railway Company are tearing up those streets. Agreed to.

Adjourned.

THE TAXABLE VALUE OF THE CITY.—The following statement of the real and personal property in the various wards of the city, returned for taxable purposes for the year 1870, was submitted to Councils yesterday:



# FINANCIAL.

### Boutwell's Quarterly Statement of Governmental Receipts and Expenditures—An Interesting Statement.

THE FOLLOWING is a statement of the receipts and expenditures by warrants for the quarter ending September 30, 1869, officially made to-day, in conformity with section six of the act of June 17, 1844:

RECEIPTS.

| | | |
|---|---|---|
| From revenues— | | |
| Customs, | | $52,598,921 86 |
| Internal revenue, | | 47,926,352 51 |
| Public Lands, | | 893,864 08 |
| Miscellaneous sources— | | |
| Premium on sales of coin, | 3,213,583 64 | |
| Fees of U. S. consuls, | 141,674 62 | |
| Storage, rent, labor, &c., at custom-houses, | 87,760 81 | |
| Fines, penalties and forfeitures for violation of the customs laws, | 96,381 62 | |
| Fees on letters patent, | 166,539 62 | |
| Tax on circulation, deposits, &c., of national banks, | 2,893,946 56 | |
| Repayment of interest by Pacific Railroad Companies, | 127,343 12 | |
| Homestead and other land fees, | 125,682 41 | |
| Steamboat fees, | 53,280 58 | |
| Loans— | | |
| Fractional currency issued in excess of redemption, | 810,437 10 | |
| Unenumerated sources, | 476,328 59 | |
| Total receipts from revenues, | | $109,612,079 12 |
| From repayments by disbursing officers of moneys advanced— | | |
| Civil and miscellaneous, | 163,995 28 | |
| War Department, | 1,546,139 52 | |
| War Department, | 520,857 52 | |
| Indians and Pensions, | 2,398,480 02 | |
| Interest on the public debt, | 9,479,710 00 | |
| Total, | | $255,364,814 00 |
| Total receipts from revenues and repayments, | | 112,195,727 56 |
| Balance in the Treasury June 30, 1869, | | 155,680,340 85 |
| Total, | | $267,876,068 41 |

EXPENDITURES.

| | | |
|---|---|---|
| Civil and miscellaneous—Internal revenue, | | $2,138,231 27 |
| Customs, | | 4,035,566 61 |
| Quarterly salaries, | | 1,181,793 11 |
| Public buildings, grounds, &c., under War Department, | | 296,306 94 |
| Foreign intercourse, under State Department, | | 429,891 73 |
| Legislative and executive expenses and miscellaneous, | | 7,065,592 99 |
| Total, | | $15,266,250 13 |
| War Department, | | $15,141,262 50 |
| Navy Department, | | 6,304,275 47 |
| Indians and Pensions, | | 13,778,327 09 |
| Total, | | $35,223,865 06 |
| Interest on public debt, | | $37,514,067 84 |
| Purchase of U. S. bonds, par value, | $41,000,000 00 | |
| Premium, including accrued interest to date of purchase, | 8,372,791 77 | |
| Total, | | $49,322,791 77 |

REDEMPTION OF THE PUBLIC DEBT.

| | |
|---|---|
| U. S. Treasury notes, act of March 2, 1861, | $35,000 00 |
| U. S. demand notes, act of July 17, 1861, | 90,937 53 |
| 6 per cent. compound interest notes, act of March 3, 1863, | 115,640 09 |
| Two year 5 per cent. notes, act of March 3, 1863, | 9,700 00 |
| One year 5 per cent. notes, act of March 3, 1863, | 15,950 00 |
| Three year 7-30 notes, act of July 17, 1861, | 850 00 |
| Three per cent. certificates, acts of March 2, 1867, and July 2, 1868, | 1,710,900 00 |
| Coin certificates, act of March 3, 1863, | |
| Redemptions in excess of issue, | 8,274,520 00 |
| Texas indemnity stock, act Sept. 9, 1850, | 10,000 00 |
| U. S. stock, loan of 1847, act of Jan. 28, 1847, | 16,500 00 |
| U. S. stock, loan of 1848, act of March 31, 1848, | 21,300 00 |
| Bounty land scrip, act of Feb. 11, 1847, | 10,000 00 |
| Temporary loan, act of Jan. 30, 1844, | 350,000 00 |
| Total, | $10,504,253 75 |
| Balance in Treasury Sept. 30, 1869, | 120,014,857 86 |
| Total, | 267,876,068 41 |
| Warrants and counter warrants issued during the quarter ending Sept. 30, 1869. | |
| Transfers between appropriations in the settlement of accounts— | |
| Civil and miscellaneous, | $94,470 25 |
| War Department, | 3,249,691 40 |
| Navy Department, | 611,128 58 |
| Indians and pensions, | 17,154 91 |
| Total, | $3,972,355 14 |

CONVERSIONS of loans by warrants for the quarter ending September 30, 1869:

| | Redemptions. | Issues. |
|---|---|---|
| U. S. legal tenders, acts of February 25, 1863, July 11, 1862, and March 3, 1863, | $17,662,362 | $17,662,362 |
| Fractional currency, acts July 17, 1862, March 3, 1863, and June 30, 1869, | 3,356,842 | 4,167,300 |
| Excess of issues, | | 810,457 |
| Coin certificates, act of March 3, 1863, | 27,769,540 | 19,495,020 |
| Excess of redemptions, | | 8,274,520 |
| 7-30 Treasury notes, acts of June 30, 1864, and March 3, 1865, converted into 5-20s, act of March 3, 1865, | | 610,000 |
| 6 per cent. compound interest notes, acts March 3, 1863, and June 30, 1864, | 133,000 | |
| Converted into 3 per cent. certificates, acts of March 2, 1867, and July 2, 1868, | | 135,000 |
| 7-30 Treasury notes, act of July 17, 1861, | 29,000 | |
| Converted into 6 per cent. 20-year bonds, act of July 17, 1861, | | 20,900 |
| Totals, | $48,930,944 | $41,465,982 |
| Excess of redemptions, | | $8,274,520 |
| Excess of issues, | | $810,457 |

The above is a correct statement of the receipts and expenditures by warrants for the quarter ending September 30, 1869, as appears by the books and accounts of this Department.

The balance in the Treasury on June 30, 1869, by this statement is $8,379,809 34 in excess of the balance as published in the debt statement of July 1, 1869; and the balance in the Treasury on September 30, 1869, by this statement is $4,651,194 93 in excess of the balance as published in the debt statement of October 1, 1869. These differences are accounted for by the fact that the expenditures are all known and included in the monthly debt statement, while the receipts, being taken from the returns in the office at the close of business on the last day of each month, do not include the entire receipts for the quarter.

GEORGE S. BOUTWELL, Secretary.
Treasury Department, Nov. 11, 1869.


ESTABLISHED 1819.

**The New York Dyeing and Printing Establishment,**

STATEN ISLAND,

No. 40 North EIGHTH Street (West Side), Philadelphia; No. 98 DUANE Street and 722 BROADWAY, New York.

This old and well-known Company are prepared, as usual, with the highest degree of skill, and the most approved MACHINERY, TO DYE, CLEANSE and FINISH every variety of LADIES' and GENTLEMEN'S GARMENTS, and PIECE GOODS, in their usual superior manner.

GARMENTS CLEANSED WHOLE. 10 17 fmw4m

NOTE—This is our only office in Philadelphia.


# MARINE TELEGRAPH.

*For additional Marine News see First Page.*

ALMANAC FOR PHILADELPHIA—THIS DAY.

| | | | |
|---|---|---|---|
| SUN RISES | 6 43 | MOON SETS | 9 13 |
| SUN SETS | 4 45 | HIGH WATER | 8 57 |

PHILADELPHIA BOARD OF TRADE.

WILLIAM W. PAUL, H. C. BUTCHER, S. E. STOKES, } COMMITTEE OF THE MONTH.

COMMITTEE ON ARBITRATIONS.

J. O. James, George L. Buzby, E. A. Souder, William W. Paul, Thos. L. Gillespie.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

| | | | | |
|---|---|---|---|---|
| Paraguay | London | New York | Oct. | 23 |
| Helvetia | Liverpool | New York | Oct. | 27 |
| Iowa | Glasgow | New York | Oct. | 29 |
| Nemesis | Liverpool | New York | Oct. | 30 |
| Borussia | Hamburg | New York | Oct. | 30 |
| Union | Southampton | New York | Nov. | 2 |
| Tarifa | Liverpool | New York via Bos. | Nov. | 2 |
| England | Liverpool | New York | Nov. | 3 |
| Manhattan | Liverpool | New York | Nov. | 3 |
| C. of London | Liverpool | New York | Nov. | 4 |
| Smidt | Bremen | New York | Nov. | 4 |
| Russia | Liverpool | New York | Nov. | 6 |
| Lafayette | Brest | New York | Nov. | 6 |

FOR EUROPE.

| | | | | |
|---|---|---|---|---|
| City of Brooklyn | New York | Liverpool | Nov. | 13 |
| Erin | New York | Liverpool | Nov. | 13 |
| Ville de Paris | New York | Havre | Nov. | 13 |
| Cambria | New York | Glasgow | Nov. | 13 |
| C. of Boston | New York | Liverpool, via Hal. | Nov. | 16 |
| Westphalia | New York | Hamburg | Nov. | 16 |
| Pennsylvania | New York | Liverpool | Nov. | 16 |
| Nemesis | New York | Liverpool | Nov. | 17 |
| Malta | New York | Liverpool | Nov. | 18 |
| Paraguay | New York | London | Nov. | 20 |
| City of London | New York | Liverpool | Nov. | 20 |
| C. of Washington | New York | Liverpool | Nov. | 27 |

COASTWISE, DOMESTIC, ETC.

| | | | | |
|---|---|---|---|---|
| Wyoming | Philada | Savannah | Nov. | 13 |
| Cleopatra | New York | Vera Cruz | Nov. | 17 |
| Eagle | New York | Havana | Nov. | 18 |
| Juniata | Philada | New Orleans | Nov. | 20 |
| South America | New York | Rio Janeiro | Nov. | 23 |
| Pioneer | Philada | Wilmington | Nov. | 25 |

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamer Diamond State, Wood, Baltimore, A. Groves, Jr.
Schr Abby H. Brown, Brown, Kingston, Ja., D. N. Wotzlar & Co.
Schr Rebecca W. Huddell, Maloy, Galveston, D. S. Stetson & Co.

ARRIVED YESTERDAY.

Steamer Anthracite, Green, 24 hours from New York, with mdse. to W. M. Baird & Co.
Schr Maria Louisa, Snow, 8 days from Gloucester, with fish to Levin & Co.
Schr C. W. Mag. Kenney, 6 days from Boston, with jute to Cunningham & Sons.
Schr J. J. Crittenden, Sheats, from Baltimore, with old iron to captain.
Schr E. H. Blocksom, Blocksom, 1 day from Dover, Del., with grain to Jos. E. Palmer.
Schr A. Wooley, King, from Providence.
Schr A. E. Safford, Powell, from Pawtucket, R. I.
Schr Alfred Keen, Snow, from Vinalhaven.
Schr Ella S. Smith, Smith, from Boston.
Schr Geo. H. Benton, Smith, from Boston.
Schr S. Grace, Gilchrist, from New Bedford.
Schr A. S. Simpson, Chew, from New Bedford.
Schr J. W. Wilson, Somers, from New York.
Schr Isabella Thompson, Endicott, from New York.
Schr Gen. Grant, Banks, from New York.

*Special Despatch to The Evening Telegraph.*

HAVRE-DE-GRACE, Md., Nov. 12.—Fourteen boats left here this morning, as follows:—

Martha McConkey, with wheat and bark to A. G. Cattell & Co.
Col. Ellinger, J. J. Richardson, Andrew Middleton, and Orlando, with timber, for New York.
John Dubois, with lumber to Wood Paving Co.
Sallie and Harry, with lumber to Saylor, Day & Morie.
Elton, with lumber to Patterson & Lippincott.
Ellie, with lumber, for Chester.
J. W. Thompson, with lumber to D. Trump & Son.
Ella and Lillie, with coal, for Wilmington.
Minnehaha, with slate, for Newark.
Maggie, with wood, for Manayunk.
Frank and Alice, with lumber, for Wilmington.
Baltimore Coal Co., with flint, for Trenton.

MEMORANDA.

Steamship Aries, Wiley, for Philadelphia, sailed from Boston 5th inst.
Steamship Hunter, Harding, hence, at Providence 9th instant.
Steamer Black Diamond, Meredith, for Philadelphia, cleared at New York yesterday.
Barque Providence, Coalfleet, for Philadelphia, cleared at Boston 10th inst.
Barque Hypatria, Botts, for Philadelphia, cleared at Boston 10th inst.
Brig Circassian, Bunker, hence, below Boston 10th inst.
Schrs Essex, Nickerson, hence for Providence, and Gildersleeve, Hoyt, hence for New London, passed Hell Gate 10th inst.
Schr M. Holmes, Howard, from Fall River for Philadelphia, at New York 10th inst.
Schr Stampede, Stratten, hence, at Jacksonville 4th instant.
Schr M. A. McGahan, Call, for Philadelphia, sailed from Newbern, N. C., 4th inst.
Schr C. S. Grove, Weaver, at Norfolk 8th inst., from Boston.
Schrs S. P. Hawes and Julia A. Crawford, hence, at New London 9th inst.—the latter for Providence.
Schrs J. S. Weldin, Orowell; Ann S. Cannon, Cobb; and A. Burton, Johnson, for Philadelphia, sailed from Providence 9th inst.
Schr C. C. Brooks, Brooks, hence, at Pawtucket 9th inst.
Schrs Isaac Rich, Crowell; G. S. Adams, Baker; and S. Watson, Smith, for Philadelphia, cleared at Boston 10th instant.
Schrs Lena Hunter, Perry; Sarah Clark, Griffin; and John Price, Nickerson, hence, at Providence 10th inst.
Schr Joseph Porter, Burroughs, hence, at New Haven 9th inst.
Schr George Killam, Stanley, hence, at Bangor 8th inst.
Schr Woodruff, Haskell, hence, at Portsmouth 9th inst.

NOTICE TO MARINERS.

Official notice is hereby given that the following day beacons have been erected at the east entrance of Moose a Bec Reach, coast of Maine:—

On Gilchrist's Rock—A wrought iron shaft thirty-five feet high, with a circular cage at the top four feet in diameter.

On Moose Rock—A wrought iron tripod thirty feet high, with a square cage at the top six feet high by four feet diameter.

On Snow's Rock—A wrought iron socket and wooden shaft twenty-five feet high with a cask at the top.

By order, W. B. SHUBRICK, Chairman.
Treasury Department, Office Lighthouse Board, Washington, D. C., Nov. 1, 1869.


THE PRINCIPAL DEPOT

FOR THE SALE OF

REVENUE STAMPS

No. 304 CHESNUT STREET.

CENTRAL OFFICE, No. 105 S. FIFTH STREET,

(Two doors below Chesnut street)

ESTABLISHED 1862.

The sale of Revenue stamps is still continued at the Old-Established Agencies.

The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express), all orders immediately upon receipt, a matter of great importance.

United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment.

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished.

Revenue Stamps printed upon Drafts, Checks, Receipts, etc.

The following rates of commission are allowed on Stamps and Stamped Paper:—

On $25 and upwards.....2 per cent.
" 100 " .....3 "
" 300 " .....4 "

Address all orders, etc., to

STAMP AGENCY,

No. 304 CHESNUT STREET, PHILADELPHIA.

PIANOS.

ALBRECHT, RIEKES & SCHMIDT, MANUFACTURERS OF FIRST-CLASS PIANO-FORTES.
Full guarantee and moderate prices.
WAREROOMS, No. 610 ARCH Street.
25

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting Dress Hats (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. 11 19 rp6

LUMBER.

1869 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1869

1869 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1869

1869 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1869

1869 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1869

1869 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1869

1869 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1869

1869 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1869

1869 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1869

1869 CEDAR SHINGLES. CYPRESS SHINGLES. 1869

MAULE, BROTHER & CO., 11§ No. 2500 SOUTH Street.

UNITED STATES BUILDERS' MILL,

FIFTEENTH STREET, BELOW MARKET,

ESLER & BROTHER, Proprietors.

WOOD MOULDINGS,

BRACKETS, ETC.

BALUSTERS AND TURNING WORK.

A Large Stock always on hand. 9 11 3m

LUMBER UNDER COVER ALWAYS DRY.

Walnut, White Pine, Yellow Pine, Spruce, Hemlock, Shingles, etc., always on hand at low rates.

WATSON & GILLINGHAM,
3 29§ No. 924 RICHMOND Street, 18th ward.

SILVER PLATED WARE, ETC.

ESTABLISHED IN 1840.

MEAD & ROBBINS,

SUCCESSORS TO JOHN O. MEAD & SON,

Manufacturers of the Finest Grades of

SILVER PLATED WARES.

We make our own goods; deposit the Silver accurately by weight, and Warrant each article by our Trade Mark on the base, and by written guarantees if preferred. They are equal to the finest grades of English and French Wares, and artistic in design and elegantly ornamented.

CUTLERY.

Pearl, Ivory, and Rubber Cutlery in great variety, plate and unplated, in quantities as required.

N.E. Corner Ninth and Chesnut,

10 1 fmw3m PHILADELPHIA.

MILLINERY.

WEYL & ROSENHEIM,

NO. 726 CHESNUT STREET.

OPEN THIS DAY,

10 PIECES ROMAN STRIPED SATINS, at $2, $2 50, and $3 per yard; one dollar per yard below former prices.

40 PIECES SATINS, 1-inch, of all desirable shades, $1 50 per yard; reduced from $2.

16 PIECES BLACK VELVET, warranted all silk, at $4, $4 50, and $5; one dollar per yard below the real value.

Also, a full stock of all kinds of RIBBONS, SILKS, HATS, FRAMES, FLOWERS, FEATHERS, ETC. ETC.,

AT GREATLY REDUCED PRICES, WHOLESALE AND RETAIL.

WEYL & ROSENHEIM,
10 18 1m NO. 726 CHESNUT STREET.

GENT.'S FURNISHING GOODS.

THE FOUNT OF FASHION.

GENTS' FURNISHING STORE.

MRS. MINNIE CUMMINGS has opened the above-named place, at No. 119 South EIGHTH Street, where gentlemen can find everything in their line.

The best fitting SHIRTS in the city, ready-made or made to order.

Purchasers of twelve articles receive the thirteenth as a Gift.

UMBRELLAS TO HIRE for 25 cents.

Handkerchiefs hemmed free of charge.

Polite Salesladies in attendance.

A call is respectfully solicited and satisfaction guaranteed.

9 3 MINNIE CUMMINGS.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY,

AND GENTLEMEN'S FURNISHING STORE.

PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.

All other articles of GENTLEMEN'S DRESS GOODS in full variety.

WINCHESTER & CO.,
11 2 No. 706 CHESNUT Street.

FINE DRESS SHIRTS AND GENTS' NOVELTIES.

J. W. SCOTT & CO.,

No. 814 CHESNUT Street, Philadelphia,

5 27§rp Four doors below Continental Hotel.

CLOAKS.

CLOAKS! CLOAKS!!

Our styles are the newest.
Our materials the most fashionable.
Our workmanship the very best.
Our stock the largest in the city.
OUR PRICES defy competition.

HENRY IVENS,

No. 23 South NINTH Street,

11 6 stath 2m PHILADELPHIA.

JOHN FARNUM & CO., COMMISSION MERCHANTS and Manufacturers of Conestoga Ticking, etc., No. 23 CHESNUT Street, Philadelphia. 4 1 wfmd


# AMUSEMENTS.

AMERICAN ACADEMY OF MUSIC.
GRAND GERMAN OPERA.
Manager.....B. GRAU
Sale of seats for any performance commenced THIS MORNING, at 9 o'clock, At Trumpler's Music Store and at the Academy.
OPENING NIGHT, MONDAY, Nov. 15,
When will be performed Carl Maria Von Weber's charming and romantic opera,
DER FREYSCHUTZ.
DER FREYSCHUTZ,
With new and gorgeous costumes, splendid scenery, and a most powerful cast.
Full Chorus. Increased Orchestra.
The celebrated Incantation scene will be given in the third act, with all the properties and effects brought from New York expressly for the occasion.
TUESDAY, Nov. 16—MARTHA.
WEDNESDAY, Nov. 17,
Mozart's immortal masterpiece,
THE MAGIC FLUTE
(Die Zauberflote).
THURSDAY, Nov. 18 (THANKSGIVING NIGHT),
FIDELIO.
FRIDAY, Nov. 19, Halevy's celebrated work,
LA JUIVE (THE JEWESS).
SATURDAY, Nov. 20—TWO PERFORMANCES.
MATINEE at 2. FRA DIAVOLO.
Evening, only night of Gounod's celebrated
FAUST.
Admission, including reserved seats, ONE DOLLAR. No extra charge for reserved seat, which can now be secured at Trumpler's and at the Academy.
Family Circle 50 cents. Gallery, 25 cents.
Proscenium Boxes, Ten Dollars.

ACADEMY OF MUSIC.—HERRMANN.
HERRMANN,
THE GREAT PRESTIDIGITATEUR.
THIS FRIDAY—LAST NIGHT BUT ONE.
FIRST BENEFIT IN AMERICA OF
PROFESSOR HERRMANN,
IN A GRAND AND NEW PROGRAMME,
And on which occasion
MADAME HERRMANN
Will appear, for the first time in Philadelphia, IN A CONCERT IN WHICH SHE WILL SING TWO OPERATIC SELECTIONS.
TO-MORROW—GRAND MATINEE.
Admission, $1, including reserved seats.
FAMILY CIRCLE, 50 cents; GALLERY, 25 cents.
Seats now for sale at Trumpler's Music Store, No. 923 Chesnut street, and at the Academy. 10 30

ACADEMY OF MUSIC.—MATINEE.
HERRMANN! HERRMANN! HERRMANN!
SATURDAY—GRAND MATINEE AT 2, AT POPULAR PRICES.
Admission, 75c. Children, 50c
Family Circle, 50c. Children, 25c.
SATURDAY NIGHT, LAST GRAND PERFORMANCE

LAURA KEENE'S CHESNUT STREET THEATRE.
FULL HOUSES! FULL HOUSES!
BOGUS! BOGUS! BOGUS
A DRAMATIC SENSATION.
LAURA KEENE as KATE POMEROY,
And the entire Company in the cast.
With New Scenery. Startling Effects.
CONCLUDING WITH A YACHT RACE.
Doors open at 7. Commence at 7¾.

WALNUT STREET THEATRE, BEGINS AT ½ to 8.
THIS (Friday) EVENING, Nov. 12,
LAST NIGHT BUT ONE, AND
BENEFIT OF LUCILLE WESTERN,
Who will have the honor of appearing in her powerful creation and thrilling portraiture of
LADY ISABEL VANE,
IN
EAST LYNNE; or, THE ELOPEMENT.
A MATINEE WILL BE GIVEN ON SATURDAY, AT 2.
THE TICKET-OF-LEAVE MAN will be performed.
SATURDAY NIGHT—The celebrated drama of
THE CHILD-STEALER.

MRS. JOHN DREW'S ARCH STREET THEATRE, Begins ½ to 8.
SECOND WEEK OF LOST AT SEA.
HOUSES PACKED TO THE ROOF.
EVERY NIGHT AND SATURDAY AFTERNOON,
LOST AT SEA.
With New Scenery, Original Music,
Hungerford Bridge, Great Fire Scene,
Full Company in the Cast.
SATURDAY AFTERNOON NEXT,
THE ONLY MATINEE, at 1½ o'clock, of
LOST AT SEA.

FOX'S AMERICAN THEATRE,
THE ZANFRETTA TROUPE
AND CaRON FAMILY.
FIRST WEEK OF THE MAGIC STAR AND LA FETE CALAIS, THE GREEK SLAVE, ETC.
Matinee on SATURDAY AFTERNOON at 2 o'clock.

DUPREZ & BENEDICT'S OPERA HOUSE, SEVENTH St., below Arch (Late Theatre Comique).
Mr. Charles H. Duprez.....Manager
MARKED AND UNEQUALLED SUCCESS.
THIS EVENING, AND CONTINUE EVERY NIGHT.
Third week of the great artistic
DUPREZ & BENEDICT'S
Gigantic Minstrel and Burlesque Opera Troupe.
Still Another New Programme This Week.
First Time, New Burlesque,
PATTI THE REAL, AND PATTI THE IMPOSTOR.
Admission, 50 c.; Gallery, 25 c.; Parquette, 75c. 11 8 6t

NEW ELEVENTH STREET OPERA HOUSE, ELEVENTH Street, above Chesnut.
THE FAM

# Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
NO. 108 S. THIRD STREET,
PHILADELPHIA.

*The Price is three cents per copy (double sheet); or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.*

FRIDAY, NOVEMBER 12, 1869.


## *THE FUNERAL OF MR. PEABODY.*

FUNERAL ceremonies will take place to-day in London over the remains of the late George Peabody, the Queen, the ministers, and all classes of society uniting to pay extraordinary honors to his memory, and to testify in the most unmistakable manner to their appreciation of his philanthropic services. The Queen, during Mr. Peabody's life-time, in a right royal but womanly manner endeavored to show to Mr. Peabody how deeply she was touched by his magnificent gifts to the poor of London, and the presentation of her portrait and the writing of an autograph letter, although of themselves but small returns for the more than royal generosity of the American merchant, were all that her Majesty had power to do under the circumstances; they were complete and emphatic expressions of her feelings, and as such were appreciated by Mr. Peabody and by the world at large.

As soon as the death of Mr. Peabody was announced the Queen made haste to show her deep regret and her respect for his memory, by ordering that his funeral services should be performed in Westminster Abbey, and that his remains should be interred in the royal vault until their transmission to America. It is doubtful whether such honors as these have ever been conferred upon a foreigner before in England, much less upon a simple citizen. But this American had a royal soul, and, in his enlightened philanthropy and practical benevolence, in the bestowal of his immense wealth for the benefit of his less fortunate fellow-creatures, he set an example that the wealthy princes and nobles of England might well follow.

A funeral in Westminster Abbey, and an interment in the royal vault, can add nothing to the estimation in which Mr. Peabody's good deeds are held, but they are important as showing the desire on the part of the Queen, in particular, to testify in the strongest manner to the value of his services. A war vessel has been ordered to convey the remains of Mr. Peabody to America, and with this last mark of respect the public honors to his memory by the English Government will end. The dwellings erected by his money for the deserving poor of London will remain, however, as permanent monuments to keep the memory of his good deeds ever fresh in the minds of succeeding generations.

## *STATUE OF ADMIRAL STEWART.*

A RESOLUTION was passed yesterday in Common Council creating a joint committee of three from each Chamber to erect a bronze statue of Admiral Charles Stewart, at an expense not exceeding $10,000, which, when it reached the Select Branch, was referred to the Finance Committee. There is no doubt that the great naval hero richly deserves this testimonial of respect, and we hope the time will come when Fairmount Park will be studded with marble and bronze mementoes of patriotic and distinguished Philadelphians. But we doubt whether, in the present condition of the city's finances, any considerable sum of money should be appropriated to this or any similar purpose which is likely to be attained through the liberality of wealthy private citizens. The movement recently made at the Commercial Exchange indicates that that body has a disposition to undertake the task in question, and if such be its purpose, Councils may very wisely and properly abstain from all interference in the project beyond the grant of permission to erect the statue on an appropriate portion of the public grounds, and the appropriation of a small sum for incidental expenses. Heretofore the erection of statues has been left exclusively to private associations, and it is scarcely worth while to depart from this custom at a time when the present and prospective demands upon the treasury far exceed the existing revenues, and when real estate is subjected to a rate of taxation almost unparalleled in financial annals.

## *THE CENSUS OF 1870.*

COUNCILS yesterday adopted a resolution providing for the appointment of a joint special committee of five members from each chamber to confer with the United States authorities in regard to the preliminary arrangements for the next census, so far as it affects this city. The necessity of some action of this kind was made painfully manifest by the census returns of 1860, which gave a very imperfect and incomplete report of our wealth and population. This subject deserves the most attentive consideration. There is a rapid increase in the practical value of statistics, and the uses to which they are applied; and it is a serious disadvantage, in many respects, to a community to be rated below its proper rank. The municipal system of gathering statistics, although it has been greatly improved during the last few years, is still imperfect, but this is owing in a great measure to the desire to avoid the burthens of taxation. It has been proposed, in the national census, to make a full and correct statement of all the facts bearing upon wealth, population, and property paramount to all other objects, and to give every possible assurance that the census returns will not be used in any way as a basis for either national, State, or municipal taxation. If this understanding universally prevailed, the city, in co-operation with the national officers, should be able to secure a very close approximation to the actual truth in all important statistical matters; and while facts affecting individuals would be carefully concealed from the public gaze, the aggregates would be faithfully summed up, and the world enlightened in regard to our true standing.

## *THE TWELFTH AND SIXTEENTH STREETS RAILWAY.*

THE authors of the Twelfth and Sixteenth Streets Passenger Railway project suffered that enterprise to lie dormant until the elections were over. They evidently feared that if the people were reminded during the ides of October of the shameless manner in which the bill had been hurried through the Legislature, they would give an expression to their indignation at the polls which would be neither complimentary nor agreeable. But as soon as the political results were officially declared, arrangements were made to tear up the doomed streets without the sanction of the city authorities; and a resolution was adopted by Common Council yesterday instructing the Chief Commissioner of Highways to report by what authority th y are now tearing up Twelfth street. It remains to be seen whether this demonstration is to be vigorously followed up by a full test of the right of the Legislature to grant valuable franchises, created at the expense of the city, to its favorites, without so much as saying "by your leave." If the principle of such legislation is tamely recognized, it is only a question of time when the right to build passenger railways on Broad street will be granted to partisan schemers, and when the thoroughfares of Fairmount Park are also handed over to their tender mercies.

## OBITUARY.

### The Hon. Amos Kendall.

THE death of the Hon. Robert J. Walker at the national capital is followed quickly by that of a man who was even more powerful in the councils of the nation in the day of his prime, and who was possessed of many rare powers of mind, which gave him a substantial claim to the honor of statesmanship. Between the years 1830 and 1840, the man whose name heads this article was regarded as one of the most potential in the nation. The following extract from Miss Martineau's "Retrospect of Western Travel," written in 1837, gives a vivid description of the almost superstitious awe in which the power behind the throne of Jackson was held:—

"I was fortunate enough once to catch a glimpse of the invisible Amos Kendall, one of the most remarkable men in America. He is supposed to be the moving spring of the whole administration; the thinker, planner and doer; but it is all in the dark. Documents are issued of an excellence which prevents their being attributed to persons who take the responsibility of them; a correspondence is kept up all over the country for which no one seems to be answerable; work is done, of goblin extent and with goblin speed, which makes men look about them with a superstitious wonder; and the invisible Amos Kendall has the credit of it all. President Jackson's letters to his Cabinet are said to be Kendall's; the report on Sunday mails is attributed to Kendall; the letters sent from Washington to appear in remote country newspapers, whence they are collected and published in the *Globe* as demonstrations of public opinion, are pronounced to be written by Kendall. Every mysterious paragraph in opposition newspapers relates to Kendall; and it is some relief to the timid that the having now the office of Postmaster-General affords opportunity for open attacks upon this twilight personage, who is proved, by the faults in the Post Office administration, not to be able to do quite everything well. But he is undoubtedly a great genius. He unites with his great talent for silence a splendid audacity. The extreme sallowness of his complexion, and hair of such perfect whiteness as is rarely seen in a man of middle age, testified to disease. His countenance does not help the superstitious to throw on their dread of him. He probably does not desire this superstition to melt away, for there is no calculating how much influence was given to Jackson's administration by the universal belief that there was a concealed eye and hand behind the machinery of governmental by which everything could be foreseen, and the hardest deeds done. A member of Congress told me this night that he had watched through four sessions for a sight of Kendall, and had never obtained it till now. Kendall was leaning on a chair, with head bent bent down and eye glancing up at a member of Congress with whom he was in earnest conversation, and in a few minutes he was gone."

This remarkable man, whose death occurred at an early hour this morning in Washington, was born at Dunstable, Mass., on the 16th of August, 1789, and he had therefore fully completed his eightieth year before his intense vitality was overcome by the bodily infirmities which had for years afflicted him, and blanched his hair to perfect whiteness even before he had passed the period of middle age. His father, who was a farmer, being in very straitened circumstances, he did not enjoy early opportunities for obtaining an education, but such was his energy and perseverance that he prepared himself for entering Dartmouth College in a single year. Commencing his college career in 1807, he graduated in 1811 at the head of his class, notwithstanding the fact that he was frequently obliged to absent himself from attendance upon the classes, to obtain by school teaching the means required for his support.

Immediately after leaving college he entered upon the study of the law with W. B. Richardson, a prominent lawyer of Groton, Massachusetts, who subsequently became Chief Justice of New Hampshire, and was admitted to the bar in the spring of 1814. He then emigrated to Kentucky, and engaged in the practice of his profession; but, although he ultimately attained a high rank as a lawyer, his success at first was so meagre that he was again forced to resort to school teaching as a means of support. During this period he was employed for some time as a tutor in the family of Henry Clay. Removing to Georgetown subsequently, he received the appointment of Postmaster, the only office ever held by him, with the exception of a position in the Cabinets of Jackson and Van Buren.

Having edited a newspaper with marked success in the intervals of his other occupations, he was, in 1816, received upon the staff of *The Argus of Western America*, the leading Democratic journal of Kentucky, published at Frankfort, the capital of the State. In this position he rapidly acquired a high reputation as a political writer, and soon came into the exercise of a wide influence in political affairs. But aside from his political labors, he conferred a lasting benefit upon his adopted State, by becoming one of the first to secure the establishment of a common school system in Kentucky, and it was owing to his efforts that the passage of an act by the Legislature was procured to district the State, and to set apart one-half of the profits of the State Bank to constitute a school fund.

Mr. Kendall had been a warm admirer and earnest supporter of Andrew Jackson, and when the latter at last succeeded, in 1829, in forcing his way into the Presidential chair, he received an appointment from the new administration as Fourth Auditor of the Treasury. This position he retained until 1835; but, although is was of comparative unimportance within itself, the incumbent made his mark in the policy of the Government from the very start. He at once acquired great renown as being the prime mover in the policy of the Jackson administration, being credited with the authorship of the most important state papers emanating from it, and the invention of the most radical measures adopted by it. Coupled with this was, as a mater of course, a corresponding degree of odium with the opposition, so that, while Amos Kendall was held in awe by the adherents of the administration, he was, in no less degree, an object of hatred with its foes. His services to Jackson were of such great value, that on the 1st of May, 1835, he was received into the Cabinet as Postmaster-General. Previous to Jackson's administration, the Postmaster-General was regarded merely as the head of a bureau, and did not have a seat in the Cabinet. But when Jackson came into office he invited his first Postmaster-General, William F. Barry, of Kentucky, to a participation in the discussions of the Cabinet, and the incumbent of the office has ever since been regarded as one of the constitutional advisers of the Executive. Mr. Kendall was continued in the position by Martin Van Buren until the last year of the latter's administration, holding the office a little over five years. When he entered upon the duties of the office he found the department in a state of embarrassing disorder and indebtedness. Within a single year he succeeded in completely reorganizing it and relieving it of the indebtedness which had been so grievously felt theretofore; and, in 1836, Congress adopted a plan suggested by him for placing it upon a substantial and effective working basis. It is no small credit to his sagacity to state that from that day to this there has been no material change in the working of the post office system of the country, which, as it at present exists, is a substantial monument to the memory of Amos Kendall.

In the latter part of May, 1840, Mr. Kendall retired from the Cabinet, for the purpose of enlisting all his energies in the momentous Presidential struggle which was then impending. The success of the Whigs put a temporary termination to his public career, which he chose to make permanent, refusing at the hands of President Polk a foreign mission, and devoting his entire time henceforth to the practice of his profession in Washington, where he continued to reside from the time of his withdrawal from the Cabinet to his last illness. For several years after his retirement from public life he was embarrassed by a suit against him instituted by certain mail contractors, but this was ultimately decided in his favor by the Supreme Court of the United States, and from the proceeds of his successful practice at the bar he left at his death an estate worth half a million of dollars, consisting principally of land investments in Washington and Chicago. Among the most important of his legal achievements were those in connection with the magnetic telegraph, Professor Morse having employed him for years as his counsel in the multitudinous litigations arising from infringements upon his invention. Mr. Kendall, although exercising such potent influence in the affairs of the country at one period, leaves scarcely anything as a permanent evidence of his great ability, except the admirable postal system which he inaugurated. His only work was "A Life of Andrew Jackson, Private, Military, and Civil," commenced in 1844, but never completed.

## GENERALITIES.

### Disinheritance.

Disinheritance of children by their fathers does not carry much weight, even among the favored heirs, in Kentucky, as the following paragraph from the Louisville *Courier-Journal* shows:—"The Mason Circuit Court has been engaged since Monday morning last in the trial of an interesting will case. In August, 1866, John R. Key, of Mason county, made his will, leaving an estate worth about $50,000 to be equally divided between his two daughters, and to be held for their separate and exclusive use during their natural lives.' He left four sons, but no part of the estate is devised to them. The whole six children unite in contesting the validity of the will, and the two daughters are witnesses against the capacity of the father at the time to make a will."

### George Francis Train and Free Trade.

Train sent the following challenge (a cat can challenge a king) to Professor Perry and others at Milwaukee:—

"To Professor Perry, Blanchard, Delmar, Brinkerhoff, Simon Stern, Manton Sands, or any other of the Champions of the Free Trade League:—In the name of three thousand millions of capital invested in factories, foundries, and industrial works; in the name of two millions working men employed therein: in the name of five millions of women and children depending on such labor to keep them from starvation or England's pauper workhouse system—most respectfully I invite you to debate this tariff question before the people, whenever it may meet your pleasure. I believe that free trade means England. Protection means America. I have challenged Donnelly, at St. Paul, and hope some of you will meet me in generous combat. Address Sherman House, Chicago. GEO. FRANCIS TRAIN."

### State War Debts.

*From the Des Moines (Iowa) Bulletin.*

Iowa, first in war, first in peace, and first in the payment of her debts. In a table prepared in the Internal Revenue Office, we find a statement showing the difference between the assessments and the actual collection of the same. The assessments for all the States and Territories amounted in round numbers to $188,000,000, the collections reached $178,450,000, leaving a deficiency of $9,550,000 not collected, of which, among the Western States—

| | | |
|---|---|---|
| Missouri | owes | $1,000,000 |
| Illinois | " | 1,000,000 |
| Pennsylvania | " | 700,000 |
| Tennessee | " | 200,000 |
| Indiana | " | 100,000 |
| Wisconsin | " | 50,000 |
| Ohio | " | 20,000 |
| Iowa | " | 3,000 |

### Wooden vs. Paper Boats.

Mr. Stephen Roberts, of this city, in answer to the challenge alluded to in the *Times* of Friday, as having been put forward by Waters, Baulch & Co., of Troy, paper boat manufacturers, who took the first medal at the late Fair, has sent us a letter, in which he says:—

"What Mr. Waters calls a paper boat is two-thirds wood. The stem is brass; the keel, seats, gunwales, and washboards are of wood. All that is paper about it is the outside covering. The judges (at the Fair) knew more about soap than about boats. If they had been boatmen, boat-builders, or boat-rowers, they would not have asked to make a rocking-cradle of a boat. The proper test, outside of rowing in the water, is weight, and in that I beat Waters by ten pounds, besides having twenty more inches in length than his boat had. I am ready to test my boat with any boat that can be built by him; but I should like him to make a real paper boat, not one two-thirds wood, to row against mine. He has tried several four-oared boats, and the oarsmen all condemned them—that is, the paper part of them. My boat was not built to go to the Fair, but to be rowed by Walter Brown in England. The steamship company refused to take her on Mr. Brown's terms, and I then entered her in the Fair, not expecting to contend for any prize."

In justice to Mr. Waters it must be said that he is now exhibiting his boats at the Virginia State Fair in Richmond. For the information of aquatic sportsmen we may mention that when he returns the relative merits of wood and paper boats will be thoroughly tested, as Mr. Waters is determined to stand by his challenge.—*N. Y. Times.*

—Marysville, California, has one balky horse to draw its steam fire engine, and cannot buy another until that beast, which no one will buy, is disposed of.

—There is a mania in Hannibal, Mo., for marrying lady school teachers from the public schools. Within a short time five have been married.


SPECIAL NOTICES.

FULL LINES.

So large is our stock of PIECE GOODS in our

CUSTOM DEPARTMENT

that, although our sales have been so great, we have still

FULL AND COMPLETE LINES

OF ALL THE

FINEST FABRICS AND TEXTURES,

AFFORDING THE

MOST AMPLE RANGE OF CHOICE,

AT THE

CHESNUT STREET CLOTHING ESTABLISHMENT

Nos. 818 and 820 CHESNUT Street.

JOHN WANAMAKER.

NOTE.—In our Ready-made Department we are selling as beautiful OVERCOATS as will be turned out this season by any merchant-tailoring house in the city. 10 26

COLD WEATHER DOES NOT CHAP or roughen the skin after using WRIGHT'S ALCONATED GLYCERINE TABLET OF SOLIDIFIED GLYCERINE. Its daily use makes the skin delicately soft and beautiful. Sold by all druggists.

R. & G. A. WRIGHT,
No. 24 CHESNUT Street.
9 4

SPECIAL NOTICES.

ALEXANDER PRESBYTERIAN CHURCH, NINETEENTH and GREEN Streets.—Rev. GEORGE F. CAIN, of Erie, Pa., is expected to preach in this church on SATURDAY EVENING, 13th inst., at 7½ o'clock. Also on Sabbath, 14th inst., at 10½ o'clock A. M. and 7½ o'clock P. M. Communion Service on Sabbath Morning. 11 12 2*

PONEYVILLE LECTURES.—WILLIAM L. DENNIS, Esq., will deliver the Third of the Course on WEDNESDAY EVENING, Nov. 17. Subject: "Social Fossils." TUESDAY, Nov. 23—Fourth and Last Lecture—Subject—"Mrs. Wiggins and Her Party," at the ASSEMBLY BUILDING. Season tickets (two Lectures), secured seats, $1 00.
Single lecture, secured seats, 75 cents.
Admission, 50 cents. Lecture at 8 o'clock.
Secured seats and Tickets at Trumpler's. 11 12 4t5

ACADEMY OF MUSIC

THE STAR COURSE OF LECTURES.
Hon. S. S. COX, November 29.
Hon. CHARLES SUMNER, December 1.
Rev. ROBERT COLLYER, December 5.
MARK TWAIN, December 7.
DECORDOVA, December 9.
WENDELL PHILLIPS, December 16.
Tickets at GOULD'S, No. 923 CHESNUT Street. 11 1 tf

STEREOPTICON AND MAGIC LANTERN EXHIBITIONS given to Sunday Schools, Schools, Colleges, and for private entertainments. W. MITCHELL McALLISTER, No. 728 CHESNUT Street, second story. 11 5 2mrp

OFFICE PENNSYLVANIA RAILROAD COMPANY, TREASURER'S DEPARTMENT, PHILADELPHIA, Penna., Nov. 3, 1869.
NOTICE TO STOCKHOLDERS.
The Board of Directors have this day declared a semi-annual dividend of FIVE PER CENT. on the Capital Stock of the Company, clear of National and State taxes, payable in cash on and after November 20, 1869.
Blank Powers of Attorney for collecting dividends can be had at the office of the Company, No. 238 South THIRD Street.
The office will be opened at 8 A. M., and closed at 3 P. M., from November 5 to December 4, for the payment of Dividends, and after that date from 9 A. M. to 3 P. M., as usual.
11 2 tl 1 THOS. T. FIRTH, Treasurer.

OFFICE CATAWISSA RAILROAD COMPANY, No. 434 WALNUT STREET.
PHILADELPHIA, Nov. 2, 1869.
The Board of Directors of this Company have this day declared a Dividend of THREE AND ONE-HALF PER CENT., on account of the Dividends to be paid the preferred Stockholders, payable on and after the 20th inst., to those persons in whose name the stock stands at the close of the Transfer Books.
The Transfer Books of the preferred stock will be closed on the 13th and reopened on the 20th inst.
10 3 wfm4t W. L. GILROY, Treasurer.

FARMERS' AND MECHANICS' NATIONAL BANK.
PHILADELPHIA, Nov. 2, 1869.
The Board of Directors have this day declared a Dividend of FIVE PER CENT., payable on demand, clear of tax.
11 3 1et W. RUSHTON, JR., Cashier.

NOTICE TO STOCKHOLDERS.—A Dividend of TWENTY-FIVE CENTS per share will be paid by the HESTONVILLE, MANTUA, AND FAIRMOUNT PASSENGER RAILWAY COMPANY, free of State tax, on and after December 1 next, at the Office of the Company, No. 112 South FRONT Street.
Transfer Books will be closed November 20 and reopen December 6. CHARLES P. HASTINGS, Treasurer.
11 10 tf

NOTICE IS HEREBY GIVEN THAT an application will be made, at the next meeting of the Legislature of Pennsylvania, for the incorporation of a company, in accordance with the laws of the Commonwealth, to be entitled "The Philadelphia Banking and Savings Deposit Company," to be located at Philadelphia, with a capital of one million dollars, with the right to increase the same to three millions of dollars. 7 9f30t*

JAMES M. SCOVEL,
LAWYER,
CAMDEN, N. J.
Collecting done in all parts of the State and returns promptly made. 11 4 2w

DR. F. R. THOMAS, THE LATE OPERATOR of the Colton Dental Association, is now the *only one* in Philadelphia who devotes his entire time and practice to extracting teeth, absolutely without pain, by fresh nitrous oxide gas. Office, 911 WALNUT St. 1 26

COLTON DENTAL ASSOCIATION originated the anæsthetic use of NITROUS OXIDE, OR LAUGHING GAS. And devote their whole time and practice to extracting teeth without pain.
Office, EIGHTH and WALNUT Streets. 11 6

QUEEN FIRE INSURANCE COMPANY, LONDON AND LIVERPOOL.
CAPITAL, $2,000,000.
SABINE, ALLEN & DULLES, Agents,
25 FIFTH and WALNUT Streets.

BATCHELOR'S HAIR DYE.—THIS splendid Hair Dye is the best in the world; the only true and perfect Dye; harmless, reliable, instantaneous; no disappointment; no ridiculous tints; remedies the ill effects of bad dyes; invigorates and leaves the Hair soft and beautiful, *black or brown*. Sold by all Druggists and Perfumers; and properly applied at Batchelor's Wig Factory, No. 16 BOND Street, New York. 4 27mwf5

THOSE PERSONS THAT HAVE BUSINESS with WILLIAM HINCKLE will call at his Office, No. 725 WALNUT Street. 11 11 3t4p*

CLOTHING.

FOR YOUR BUSINESS SUIT,

You want one of our universally admired

Checked Pattern Suits,

With "Beaufort" Coat.
"Harvard" Coat.
"Oxford" Coat, or
"Chesterfield" Coat.

The whole arrangement to be surmounted with a magnificent
Treble-milled Melton Overcoat.
Kersey mere Overcoat.
Double Beaver Cloth Overcoat.
Drab Devonshire Overcoat.
Or any other kind of Overcoat you may desire from our ample stock.

We can rig you out completely

In Ten Minutes!

With a gorgeous BUSINESS SUIT, and then you can go and ATTEND TO YOUR BUSINESS.

Cheaper than ever! Come and see!

ROCKHILL & WILSON,
Great Brown Hall,
NOS. 603 AND 605 CHESNUT STREET,
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WESTON & BROTHER,
TAILORS,
No. 900 ARCH ST., PHILADELPHIA,

Invite special attention to their HANDSOME STOCK OF
FALL AND WINTER GOODS,
JUST RECEIVED.
A SUPERIOR GARMENT AT A REASONABLE PRICE.
SATISFACTION GUARANTEED. 9 18 3mrp

FREDERICK SYLVESTER,
REAL ESTATE BROKER,
No. 208 South FOURTH Street,
10 15 2mrp PHILADELPHIA.

RODGERS' AND WOSTENHOLM'S POCKET KNIVES, Pearl and Stag Handles, of beautiful finish, RODGERS' and WADE & BUTCHER'S RAZORS, and the celebrated LEGOUTRE RAZOR SCISSORS of the finest quality.
Razors, Knives, Scissors, and Table Cutlery Ground and Polished at P. MADEIRA'S, No. 15 S. TENTH Street, below Chesnut. 1 13 6m

GROCERIES, ETC.

ATTRACTION! ATTRACTION!

200 KEGS
Extra Fine White Almeria Grapes,
ONLY
45 CENTS PER POUND.

CRIPPEN & MADDOCK,
No. 115 SOUTH THIRD STREET.

New Crop Finest Dehesa Raisins, in whole, half, and quarter boxes.
New Citron,
Currants,
Figs,
Prunellos,
Princess Almonds,
Bordeaux Prunes,
Seedless Cherries.
Double Gloucester and Neufchatel Cheese,
JUST RECEIVED IN FINE ORDER.
Extra Fine Goshen Butter,
IN SMALL TUBS.
The Finest Quality Family Flour,
Made from Southern White Wheat.
100 Kits New Mess Mackerel,
(Selected) Very Fine.
1000 Cases of Canned Fresh Tomatoes,
Which are the finest put up this season.
300 Cases Winslow Green Corn.
1000 Cans New Crop French Peas.
And a full assortment of CANNED FRUITS AND VEGETABLES, SARDINES, etc., which we offer to families in unbroken packages at wholesale prices.

CRIPPEN & MADDOCK,
Dealers and Importers in Fine Groceries of Every Description,
No. 115 South THIRD Street,
11 12 10tp BELOW CHESNUT, Philadelphia.

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F. A. HOYT & BRO.,
ASSEMBLY BUILDING,
TENTH and CHESNUT Streets,
HAVE NOW READY A LARGE STOCK OF
FINE CLOTHING
FOR
BOYS AND CHILDREN.
Also, a large assortment of Piece Goods for Gents' Wear. (1) 29 wfmGwrp

LOOKING GLASSES, ETC.

JAMES S. EARLE & SONS
Have now possession of the entire premises
No. 819 CHESNUT STREET,
Where they are prepared to exhibit their NEW AND FRESH STYLES OF
LOOKING-GLASSES,
PICTURE FRAMES, ETC. ETC.,
NEW CHROMOS, ENGRAVINGS,
ROGERS' GROUPS
All late importations, received since their disastrous fire. 4 6 mwf4p

FOR SALE.

ORPHANS' COURT SALE—ESTATE OF Charles Penrose, deceased—Thomas & Sons, auctioneers.—Three-story brick dwelling, No. 318 Lombard street. Pursuant to an order of the Orphans' Court for the city and county of Philadelphia, will be sold at public sale, on Tuesday, November 30, 1869, at 12 o'clock, noon, at the Philadelphia Exchange, the following-described property, late of Charles Penrose, deceased, viz., all that three-story brick messuage and lot of ground thereunto belonging, situate on the south side of Lombard street, between Third and Fourth streets, city of Philadelphia, containing in front on Lombard street 18 feet, and extending in depth 77 feet.
By the Court, JOSEPH MEGARY, Clerk O. C.
CHARLES PENROSE, ABRAHAM R. PERKINS, Executors.
M. THOMAS & SONS, Auctioneers,
11 12 20 27 Nos. 139 and 141 S. FOURTH Street.

FOR SALE, ON ACCOMMODATING TERMS.—Handsome Residence, No. 2115 ARCH Street. All the modern improvements. Open daily from 10 A. M. to 2 P. M. 11*

FOR SALE—ELEGANT BROWN-STONE residence, with coach house, No. 1307 Spruce street. Furniture new and will be included, if wished. Apply to J. NORRIS ROBINSON, at Drexel & Co.'s, No. 34 South THIRD Street, Philadelphia. 11 4tf

FOR SALE—ON REASONABLE TERMS to settle an estate, premises No. 1121 SPRUCE Street. Apply to T. S. HARPER, M. D., No. 1811 WALNUT Street. 11 1 mwf 6t*

FOR SALE—GROUND RENTS AND MORTGAGES, at a discount. Apply to H. P. HOSSER, 11 10 6t* No. 3 DECATUR Street.

SEWING MACHINES.

WHEELER & WILSON'S SEWING MACHINES
Are the Best, and are Sold on the Easiest Terms.
PETERSON & CARPENTER,
GENERAL AGENTS,
No. 914 CHESNUT Street,
8 5 fmwf PHILADELPHIA.

THE AMERICAN COMBINATION BUTTON-HOLE AND SEWING MACHINE
Is now universally admitted to be superior to others as a Family Machine. THE SIMPLICITY EASE, AND CERTAINTY with which it operates as well as the uniform excellence of its work, throughout the entire range of sewing, in
Stitching, Hemming, Felling, Tucking, Cording, Braiding, Quilting, Gathering, and Sewing on, Overseaming, Embroidering on the Edge, and its Beautiful Button-Hole and Eyelet Hole Work,
PLACE IT UNQUESTIONABLY FAR IN ADVANCE OF ANY OTHER SIMILAR INVENTION.
OFFICE,
S. W Cor. ELEVENTH and CHESNUT
9 17 fmw3mrp PHILADELPHIA.

FIRE AND BURGLAR PROOF SAFE
MARVIN'S
Patent Alum and Dry Plaster
FIRE-PROOF SAFES
ARE THE MOST DESIRABLE FOR QUALITY, FINISH, AND PRICE.
MARVIN'S
CHROME IRON
SPHERICAL BURGLAR SAFES
Cannot be Sledged!
Cannot be Wedged!
Cannot be Drilled
Please send for a catalogue to
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NO. 721 CHESNUT STREET,
(MASONIC HALL), PHILADELPHIA,
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## NEW-YORKISMS.

*From Our Own Correspondent.*

NEW YORK, Nov. 12, 1869.

**Another New Hotel.**

It having been abundantly demonstrated that New Yorkers are capable of appreciating the beauties of a first-class hotel, a new one is to be built upon the site of the old Lafarge House. The remark that it will be the largest consummation of the kind ever witnessed in the United States is of course perfectly superfluous, and the statement that it is to cost fifteen hundred thousand dollars is equally gratuitous. To the readers of THE TELEGRAPH familiar with Broadway it may be unnecessary to explain that the Lafarge House is situated upon that thoroughfare, between Amity and Bleecker. It has remained untenanted since the destruction of the Winter Garden Theatre two years and a half ago. Finally, last March, it was put up at auction by the heirs of the estate, and purchased for one million dollars by Mr. E. S. Higgins. Since then the plan of building the biggest hotel in America has been budding and blossoming in that gentleman's fructiferous mind. It is to contain six hundred rooms, one-half of which are to be split up into parlors. The dining-room will seat seven hundred guests at once, and about five hundred dollars are to be lavished on furniture and upholstery. The walls of the old hotel fronting upon Broadway are to remain just as they are, but the entrance is to be enlarged, and of course improved. It is to be completed next June, and opened in August under the name of the Southern Hotel. Making allowance for deficiency of present calculations, the entire cost of construction and appointments will amount to nearer two millions than one.

**The Lecture Season.**

Lecturers have not shown themselves extremely brisk thus far. During this week we have had on the average two lecturers for every night. Among them are Kate Field, on the "Black Fly Club;" Prof. F. L. Ritter, on the "History of Music;" George William Curtis, on "American Literature;" John B. Gough, on "Temperance;" Mr. Aikman, on "Developing Manliness;" the Rev. Charles H. Payson, on the "Tyrolese Alps," and the Rev. T. D. Talmage (a Philadelphia favorite), on the "Rocks on which People Split." Next Thursday Miss Olive Logan, who is cautiously criticized by the New York press, is to lecture at Steinway Hall upon "Girls." Miss Logan was once a girl herself—at least, in her book about "Women" she says that ten years ago she was in her seventeenth year. Being in such near sympathy with maidenhood, therefore, there is every reason to believe she can say something good about it.

**Madame Anna Bishop.**

The biography attached to the programme of Madame Bishop's concerts begins with the statement that Madame Anna Bishop Schultz (*nee* Riviere) was born in London, but forgets to mention the date—an item which becomes of more and more interest the more one contemplates her well-preserved face and figure, and listens to her voice. At the commencement of Napoleon the First's Egyptian campaign his soldiers were thrillingly informed that from the summit of yonder pyramids forty centuries looked down upon them; and it is impossible to say which is the pleasanter sensation of the two, to be looked down upon by forty centuries from the pyramids, or by two-thirds of a century from the stage of Steinway Hall. The audience at Steinway, which was large and old-fogyish, seemed to consider it pleasant, and applauded Madame Bishop as heartily as though she had been a younger singer, with a fresher voice. A new element in the concert-room was Jeemes Pipes of Pipesville, whose voice, though not exactly as piping as his *sobriquet*, is deficient in almost every quality that constitutes an acceptable concert singer. Neither in the voice nor the person of Madame Bishop is there perceptible any difference from those with which she pleased the public here four or five years ago, and at the conclusion of the performance she carried away enough bouquets to set up a good-sized florist's shop. For that, among other things, I presume, are we *prima donne*.

**Those Mediums.**

Nothing that has been said or done against the mediums seems enough to prevent foolish people from going to see them. At Irving Hall a Miss Tackaberry has been holding forth for the last few evenings, proving the immortality of the soul by allowing her hands and feet to be tied up, and adding equally conclusive arguments to those of Plato by jingling bells in a dark cabinet, and singing "Willikins and his Dinah" in falsetto through lips sealed together with black sticking-plaster. I see you have had a meeting of atheists and other sorts of infidels in Philadelphia. Wait till Miss Tackaberry comes on, and she'll convert you. Nobody with a logical mind can refuse to doubt the existence of a God after he has once beheld a spiritually-untied rope adjusted round the tops of Miss Tackaberry's boots; and who that pretends to a ray of reason could refuse to accept a hand thrust through a lozenge-shaped opening as an unanswerable demonstration of the reality of the life everlasting?

**Fisk and Freight.**

It is a mistake to suppose that Mr. Fisk is dead. He has only been hiding his light under a bushel for a little while, for the sake of setting it in a tall candle-stick at a most unexpected moment. Owing to his industry the new tariff on freight between Paterson and this city went into effect on Wednesday. The increase is five cents per hundred weight, or one dollar per ton, and the order for the increase obligingly explains that it is for "terminal expenses." Of course there are not wanting those who insist that this charge is illegal, that the charter of the Paterson and Hudson River Railroad Company, over whose track the Erie cars run, authorizes a charge of only five cents per hundred weight, that the Erie was afterwards permitted an extra charge of three cents for tunnelling expenses, and subsequently three cents additional on account of the Government tax. This evening the Paterson expressmen are to hold a mass meeting at the opera house in Paterson, to decide upon what action to take. The new express line is to be conducted under the name of Fuller's Paterson and New York Express, and Mr. Fuller solemnly asserts that the *bete noir* Fisk has nothing whatsoever to do with it—so keep him Erie!

**A $1,000,000 Market!**

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ALI BABA.

## MUSICAL AND DRAMATIC.

**Theodore Thomas' First Concert.**

The first concert by Theodore Thomas' orchestra last evening at Concert Hall was a brilliant success in every particular. A large and fashionable audience was in attendance, and the performance was of a character to command the most unbounded applause. Mr. Thomas has succeeded in perfecting such an organization as certainly exists under the direction of no other leader in America; and it was fully demonstrated last evening that the fame his orchestra enjoys in New York is thoroughly well deserved. The orchestra is composed of the best instrumental talent that could be found, and by constant practice the individual members have been brought into the most perfect harmony with each other, and the most difficult passages are interpreted with a precision and a delicacy of expression that are certainly remarkable. The programme last evening was selected with excellent judgment, and it not only presented works that were in themselves of a very high order of merit, but such as were admirably suited to demonstrate the efficiency of the orchestra. The piece that excited the most enthusiasm was the last on the programme, Meyerbeer's "Fackeltanz" (No. 1 in B flat). This magnificent composition is an admirable expression of the genius of the composer, who is beginning to be recognized as the greatest musician of the age, and the manner in which it was rendered was in every way worthy of its merit. The overture to Wagner's *Tannhauser;* the allegretto to Beethoven's Eighth Symphony, "L'Invitation a la Danse," by Weber, instrumented by Hector Berlioz; Schumann's "Traumerei;" the overture to *William Tell*, by Rossini; Strauss' "On the Beautiful Danube Waltz" and Strauss' polkas, "Lob der Frauen" and "Jocus," were all performed in such a manner as to secure the heartiest applause.

Miss Alide Topp sustained her reputation as a brilliant and accomplished pianiste by her execution of Liszt's concerto, No. 1, in E flat, and her playing excited much enthusiasm, although the composition itself was not the most interesting that could have been selected. Messrs. Wiener and Schmitz rendered a serenade, by Titl, on the flute and French horn in excellent style, and proved themselves to be accomplished performers on their respective instruments. This concert was in a high degree enjoyable throughout, and we hope sincerely that the performances of Mr. Thomas' orchestra will have the effect of inciting our own musicians to unite and give us an equally well-drilled combination in this city. We have plenty of talent here, and there is no reason why we should not have an orchestra as perfect in all respects as this one. Efforts in this direction are continually being made, but heretofore they have met with but partial success. The musicians have never been able to agree among themselves, and the consequence is that our orchestral combinations have not advanced in the direction of perfection with the rapidity that all lovers of music would be pleased to witness. The performance given last evening at Concert Hall shows what can be done and what might be done, and it only needs a little of the right kind of energy to accomplish all that can be desired. The two concerts to be given this evening and to-morrow under the direction of Mr. Thomas ought to attract crowded houses, and we can promise those who attend that they will enjoy a musical treat such as is not often afforded.

**The City Amusements.**

AT THE CHESNUT *Bogus*, as a matter of course, is drawing full houses, and the managerial heart is happy accordingly. It is pleasant to know that such a performance benefits somebody, and that it has the merit of filling Miss Keene's money-bags, if it is deficient in all other good qualities.

AT THE WALNUT Miss Lucille Western will have a benefit this evening, when she will appear for the last time in *East Lynne*.

There will be a matinee to-morrow, when Tom Taylor's drama of *The Ticket-of-Leave Man* will be performed.

On Monday next Mr. Edwin Forrest will commence an engagement of ten nights, appearing as "King Lear."

AT THE ARCH *Lost at Sea* will be performed this evening.

AT DUPREZ & BENEDICT'S OPERA HOUSE, Seventh street, below Arch, an attractive minstrel performance will be given this evening.

AT THE ELEVENTH STREET OPERA HOUSE a fine programme of Ethiopian comicalities will be presented this evening.

HERRMANN will have a benefit this evening at the Academy of Music, when an unusually attractive programme will be presented. The occasion will be made additionally interesting by the appearance of Madame Herrmann, who will sing several operatic selections. This lady is said to be an unusually fine vocalist. The New York *Times* thus refers to her appearance in that city some time ago in opera:—

"On Friday evening Madame Herrmann, the wife of the celebrated *prestidigitateur*, made her *debut* as 'Marie' in the *Child of the Regiment*, and certainly did it with a satisfaction that should gratify her as much as it must have delighted all her friends. She is small in figure; has a clear, full voice; is sprightly in her manner; prepossessing in general appearance; sings with a fair show of ease, and exhibits a good musical education. Though evidently nervous at first, the generous feeling of the house soon reassured her, when she sang handsomely up to her *role*, and was applauded with marked enthusiasm. The music lesson scene was very well executed indeed. Madame Herrmann really surpassed our anticipations as to her ability in opera, and we congratulate her upon her success. Brignoli was in excellent voice, and Susini was never in better. Both won general admiration.

"The programme for yesterday's matinee was a magnificent one, including the whole of *Lucrezia Borgia* and part of the *Child of the Regiment*, with the appearance of the two *prima donnas*, Madame Borchard and Madame Herrmann. Of course it drew out a vast crowd of ladies."

There will be a grand matinee to-morrow, when the prices of admission will be 75 cents, children, 50 cents. Family circle, 50 cents; children, 25 cents.

A farewell performance will be given to-morrow night.

THEODORE THOMAS' ORCHESTRA will give a second grand concert at Concert Hall this evening, when the following programme will be presented:—

1. Overture—Leonora, No. 3.....Beethoven
2. Air and Gavotte.....Bach
3. Scherzo—Reformation Symphony.....Mendelssohn
4. Concerto—A Minor.....Schumann
   Miss Alide Topp.
5. Overture—"Robespierre".....Litolff
6. *a*, Serenade.....Haydn
   *b*, Traumerei.....Schumann
7. Waltz—"Wiener Bonbons".....Strauss
8. Solo for Trombone—"The Tear".....Stigelli
   Mr. F. Leetsch.
9. Polka Mazurka—"Libelle".....} Strauss
   Polka Francaise—"Kreuzfidel".....}
10. Overture—"Mignon".....A. Thomas

THE FRANKO CHILDREN will give their first concert this evening at the Assembly Building, assisted by M'me Henrietta Behrens. These children are reported to be unusually fine performers, and they ought to attract a crowded house. There will be a family matinee to-morrow.

THE SENTZ-HASSLER ORCHESTRA will perform a fine programme at Musical Fund Hall to-morrow afternoon.

THE GERMAN OPERA SEASON will commence on next Monday at the Academy of Music with Weber's romantic opera of *Der Freischutz*, which will be brought out with new costumes, accessories, and scenic effects.

On Tuesday *Martha* will be given; on Wednesday *The Magic Flute;* on Thursday, *Fidelio;* on Friday, *La Joire;* at the matinee on Saturday, *Fra Diavolo*, and on Saturday evening *Faust*.

PONEYVILLE LECTURES.—Mr. William L. Dennis will deliver at the Assembly Buildings on Wednesday evening, 17th, the third lecture of the course of the Poneyville Lectures.—Subject, "Social Fossils"—which is said to be a highly amusing and entertaining lecture.

## CITY ITEMS.

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## MARRIED.

JOHNSTON—HASTINGS.—At the Parsonage of the Rev. R. Owen, August 24, Mr. JAMES JOHNSTON to Miss SADIE E. HASTINGS, both of this city.

## DIED.

BARNWELL.—On the 12th inst., LIDIE G., wife of James G. Barnwell, in the 25th year of her age.

Due notice of the funeral will be given.

BERRY.—On the evening of the 11th instant, HENRY, son of John and Sarah Berry, aged 17 years and 5 months, of West Philadelphia.

Due notice of the funeral will be given.

DESHER.—Suddenly, on the 10th instant, LUELLA, only daughter of Samuel B. and Eliza Ann Desher, in the 7th year of her age.

The relatives and friends of the family are respectfully invited to attend her funeral, from the residence of her parents, No. 1640 Vienna street, below Frankford road, on Sunday afternoon at 2 o'clock. To proceed to Monument Cemetery.

DUFFY.—Suddenly, on the 10th instant, JOHN DUFFY, in the 57th year of his age.

The relatives and friends are respectfully invited to attend the funeral, from the residence of his mother, No. 517 S. Twenty-fourth street, on Sunday afternoon at 1 o'clock.

GEORGE.—On the morning of the 10th instant, in the 76th year of her age, REBECCA GEORGE.

Her friends and the friends of the family are respectfully invited to attend the funeral, from the residence of her brother, Jesse George, near Hestonville, on Seventh-day afternoon, the 13th instant, to meet at the house at 1 o'clock, without further notice.

MOONEY.—On the 10th instant, WILLIAM MOONEY, in the 28th year of his age.

The relatives and friends of the family, also the Society of the Annunciation, are respectfully invited to attend his funeral, from his late residence, No. 611 S. Juniper street, on Saturday morning at 8½ o'clock.

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OFFICE OF THE

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PHILADELPHIA, NOVEMBER 10, 1869.

The following statement of the affairs of the Company is published in conformity with a provision of the charter:

Premiums received from November 1, 1868, to October 31, 1869.

| | | |
|---|---|---|
| On Marine and Inland Risks | $943,795 34 | |
| On Fire Risks | 161,906 26 | |
| | | $1,105,701 60 |
| Premiums on Policies not marked off November 1, 1868 | | 480,634 01 |
| | | $1,586,335 61 |
| Premiums marked off as earned from November 1, 1868, to October 31, 1869: | | |
| On Marine and Inland Risks | $944,216 29 | |
| On Fire Risks | 140,629 70 | |
| | | $1,084,845 99 |
| Interest during the same period | | 116,027 65 |
| Salvages, etc. | | 1,173 37 |
| | | $1,173,617 01 |
| Losses, Expenses, etc., during the year as above:— | | |
| Marine and Inland Navigation Losses | $418,100 39 | |
| Fire Losses | 94,244 81 | |
| Return Premiums | 49,036 10 | |
| Re-Insurances | 41,277 84 | |
| Agency Charges, Advertising, Printing, etc. | 64,687 45 | |
| Taxes—United States, State, and Municipal Taxes | 53,394 61 | |
| Expenses | 29,927 03 | |
| | | $771,253 01 |
| | | $131,619 52 |

ASSETS OF THE COMPANY November 1, 1869.

| | | |
|---|---|---|
| $250,000 | United States Five Per Cent. Loan; ten-forties | $216,031 25 |
| 100,000 | United States Six Per Cent. Loan (lawful money) | 107,750 00 |
| 50,000 | United States Six Per Cent Loan, 1881 | 60,000 00 |
| 200,000 | State of Pennsylvania Six Per Cent. Loan | 213,250 00 |
| 200,000 | City of Philadelphia Six Per Cent. Loan (exempt from tax) | 220,925 00 |
| 100,000 | State of New Jersey Six Per Cent. Loan | 102,000 00 |
| 20,000 | Pennsylvania Railroad First Mortgage Six Per Cent. Bonds | 19,450 00 |
| 25,000 | Pennsylvania Railroad Second Mortgage Six Per Cent. Bonds | 23,625 00 |
| 25,000 | Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee) | 20,000 00 |
| 30,000 | State of Tennessee Five Per Cent. Loan | 15,000 00 |
| 7,000 | State of Tennessee Six Per Cent. Loan | 4,270 00 |
| 12,500 | Pennsylvania Railroad Company, 250 shares stock | 14,000 00 |
| 5,000 | North Pennsylvania Railroad Company, 100 shares stock | 3,300 00 |
| 10,000 | Philadelphia and Southern Mail Steamship Company, 80 shares stock | 7,500 00 |
| 246,900 | Loans on Bond and Mortgage, first liens on City Properties | 246,900 00 |
| $1,231,500 | Par. Market value, $1,295,230 00 Cost, $1,218,622 27. | |
| | Real Estate | 36,000 00 |
| | Bills Receivable for Insurances made | 333,709 75 |
| | Balances due at Agencies—Premiums on Marine Policies, Accrued Interest and other debts due to the Company | 65,097 35 |
| | Stock, Scrip, etc., of sundry Corporations. Cost, $4,638. Estimated value | 2,749 99 |
| | Cash in Bank | $108,388 88 |
| | Cash in Drawer | 2,226 |
| | | 160,291 14 |
| | | $1,852,100 98 |

PHILADELPHIA, November 10, 1869.

The Board of Directors have this day declared a CASH DIVIDEND of TEN PER CENT. on the CAPITAL STOCK, and SIX PER CENT. interest on the SCRIP of the Company, payable on and after the 1st of December proximo, free of National and State taxes.

They have also declared a SCRIP DIVIDEND of THIRTY-FIVE PER CENT. on the EARNED PREMIUMS for the year ending October 31, 1869, certificates of which will be issued to the parties entitled to the same, on and after the 1st of December proximo, free of National and State taxes.

They have ordered, also, that the Scrip Certificates of Profits of the Company, for the year ending October 31, 1865, be redeemed in Cash, at the office of the Company, on and after 1st of December proximo, and all interest thereon to cease on that day. By a provision of the Charter all Certificates of Scrip not presented for redemption within five years after public notice that they will be redeemed, shall be forfeited and cancelled on the books of the Company.

No certificate of profits issued under $25. By the act of incorporation, "no certificate shall issue unless claimed within two years after the declaration of the dividend whereof it is evidence."

DIRECTORS.

| | |
|---|---|
| Thomas C. Hand, | Samuel E. Stokes, |
| John C. Davis, | William G. Boulton, |
| Edmund A. Souder, | Edward Darlington, |
| Theophilus Paulding, | H. Jones Brooke, |
| James Traquair, | Edward Lafourcade, |
| Henry Sloan, | Jacob Riegel, |
| Henry C. Dallett, Jr., | Jacob P. Jones, |
| James C. Hand, | James B. M'Farland, |
| William C. Ludwig, | Joshua P. Eyre, |
| Joseph H. Seal, | Spencer M'Ilvain, |
| Hugh Craig, | J. B. Semple, Pittsburg, |
| John D. Taylor, | A. B. Berger, " |
| George W. Bernadou, | D. T. Morgan, " |
| William C. Houston, | |

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 11 12 1m

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11 1 mwf 11 2 3trp VICE-PRESIDENT.

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GEORGE ELLIOTT, Vice-President and Secretary.
EMORY M'CLINTOCK, Actuary.
A. E. M. PURDY, M. D., Medical Examiner.

PHILADELPHIA REFERENCES.

| | | |
|---|---|---|
| Thomas T. Tasker, | John M. Maris, | J. B. Lippincott, |
| Charles Spencer, | William Divine, | James Long, |
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### Scotland in the Good Old Times.

From a review by the London *Athenæum* of a work by Rev. Charles Rogers, entitled "Scotland, Social and Domestic; Memorials of Life and Manners in North Britain," we take the following edifying description of Scottish life in the olden times:—

From the king on his throne to the gaberlunzie with badge and wallet, the men of every class are given to sottishness. The gentry, in times of moderation, are swilling stoups of claret, not because the wine is more acceptable to them, but because it is cheaper than any other vintage, and they periodically madden themselves with ardent spirits faintly qualified with water. The inferior people seek a sluggish gladness, followed by stupefaction, in bad beer, in their inability to buy a stronger and more deleterious liquor. In the houses of the aristocracy, guests, on creeping to their beds from drinking-bouts, find "in their bed-rooms a copious supply of ale, wine, and brandy, to allay the thirst superinduced by their previous potations." Every town of three thousand inhabitants has forty public breweries, and, amongst its humbler dames, a numerous staff of "brawster wives," who make the "home-brewed" which they retail to their "particular freens." When artisans treat for payment for jobs of work, they sometimes stipulate to be remunerated in fermented liquor, like William Glass, poet and house-painter, of Edinburgh, who, when the dwellings of the Scotch capital were first required to be marked with numbers, "undertook to inscribe the numerals on the houses of the Canongate for the recompense of a glass of whisky for each numeral depicted by his brush." On meeting together for social enjoyment, the members of convivial clubs take measures to effect their inebriation as rapidly as possible, and on reeling homewards from the scenes of their gross debauchery are sometimes constrained to ask watchmen to guide them to their doors. "'Where does John Clark reside?' imperfectly articulated the celebrated advocate of that name to one of the 'guard' at four in the morning.—'Why, you're John Clark himself,' answered the guardsman.—'Yes,' said the querist; 'but I was not asking for John Clark, but for his house!'" But though the darkness of sensual indulgence is sometimes relieved by flashes of wit and outbreaks of humorous hilarity, the drunkards are more disposed to dullness and ferocity than to mirth and good fellowship. When the proceedings after a tavern-dinner are more than ordinarily lugubrious, "the landlord introduces farm-spades and shovels, and on these the members of the dinner party endeavor to raise each other by turns. The more robust succeed in elevating the weaker, whom they next endeavor to throw to the greatest distance. The person thrown is supposed to be protected by his neighbors from falling heavily; but he is occasionally deposited upon the table, whence he scatters the shivered glass on the apartment."

As though to justify this elegant amusement by proving themselves in every respect mere dirt, the gentlemen who thus delight in throwing themselves to and fro with shovels and dungforks are grossly obscene in speech and shamelessly venal with respect to every matter of public or private trust. The peer sells his king, his party, his country for a bag of gold, while the mere burgher regards his municipal influence as a commodity to be disposed of to the highest bidder. And in accordance with the degradation and moral defilements of men without truth and women without modesty, the cities and villages of this Scotland of a past time reek with the noisome exhalations of putrescent filth. Nor are the sanitary arrangements of rural communities less repulsive. In the ordinary Scottish hamlet, the same channel to which the inhabitants are indebted for culinary water is the common sewer and public lavatory. "In its waters gudewives wash their linens and gudemen clean their faces on Sundays. When 'sow day' comes round, a day on which the hogs are slaughtered, the river serves the purpose of carrying off the accumulated refuse of the piggeries."

Even at the present time, one-third of the children born in the Hebrides and in certain districts of the highlands die under the age of twelve, through the unwholesomeness of the habitations in which human creatures and cattle huddle together under one roof; but such were the hygienic arrangements of Mr. Rogers' Scotland in olden time, that the reader is disposed to marvel how creatures of human kind ever managed to grow from infancy to adult years in villages where the people drank liquid manure, and in the capital, where the streets were swine-yards, in which the daintiest damsels of aristocratic families—such as the daughters of Lady Maxwell of Monreith, of whom Jane became Duchess of Gordon—used to amuse themselves by riding on the backs of the hogs that moved about the public ways in untended droves. In fact, after reading all that our historiographer has written against the intellectual, moral, and social condition of his country in past days, we are inclined to concur with the satirist of one of its countless venal legislators, who wrote

> I wondered not when I was told
> The venal Scot his country sold;
> But very much I did admire
> That ever it could find a buyer.

With respect to Scotch marriages in former time, Mr. Rogers gives some quaint particulars:—

"Among the peasantry betrothals were conducted in a singular fashion. The fond swain, who had resolved to make proposals, sent for the object of his affection to the village ale-house, previously informing the landlady of his intentions. The damsel, who knew the purpose of the message, busked herself in her best attire, and waited on her admirer. She was entertained with a glass of ale; then the swain proceeded with his tale of love. A dialogue like the following ensued:—'I'm gaun to speir whether ye will tak' me, Jenny.' 'Deed, Jock, I thocht ye micht hae speir't that lang syne.' 'They said ye wad refuse me, lassie.' 'Then they're leers, Jock.' 'An' so ye'll no refuse me, lassie?' 'I've tell't ye that twice owre already, Jock.' Then came the formal act of betrothal. The parties pressed the thumbs of their right hands, which they licked, together, and vowed fidelity. The ceremony possessed the solemnity of an oath, the violator of such an engagement being considered guilty of perjury. In allusion to this practice, a favorite Scotch song commences,

"'There's my thumb, I'll ne'er beguile thee.'

"The pressure of moistened thumbs, as the solemn ratification of an engagement, was used in other contracts. The practice, as confirmatory of an agreement, existed both among the Celts and Goths. The records of the Scottish courts contain examples of sales being confirmed by the judges, on the production of evidence that the parties had licked and pressed their thumbs on the occasion of the bargain. The Highlander and the Lowland schoolboy still lick thumbs in bargain-making. At the close of the eighteenth century another method of betrothal was adopted. When the damsel had accepted her lover's offer, the pair proceeded to the nearest stream, and there washing their hands in the current, vowed constancy with their hands clasped across the brook. A ceremony of this description took place between Burns and 'Highland Mary.' When the parties had mutually betrothed themselves, they proceeded diligently to revive their acquaintance with the Church Catechism, for every clergyman insisted that candidates for matrimony should be able to repeat the Creed, the Commandments, and the Lord's Prayer. A marriage was stopped by the Kirk session of Glasgow in 1642, until the bridegroom should inform himself of these religious fundamentals. Latterly the Church has permitted persons to enter into the nuptial bonds without any inquiry as to their scriptural knowledge. Between the first Sunday of the proclamation of banns and the day of marriage, forty days were allowed to elapse. The reason of the delay has not been explained. On the evening before the wedding, the bride was attended by her maidens, who proceeded to wash her feet. Much diversion was a concomitant of the ceremonial; it ended with festivities."

Concerning Gretna Green marriages and Paisley, the tobacconist, of whose assistance so many runaway lovers availed themselves during half a century, Mr. Rogers tells nothing that is not known to everybody, save that Paisley's fee for marrying a poor couple was "a noggin, that is, two gills of brandy." With respect to Ruglen marriages and the customary observances of births, he remarks:—

"In the burgh of Rutherglen, Lanarkshire, until within the last twenty years, persons were married, without proclamation of banns, by a peculiar arrangement on the part of the authorities. A friend of the parties was sent to the Procurator Fiscal, to lodge information that they had been married without legal banns. The Fiscal summoned the delinquents before the Sheriff, who, on their admitting the charge, imposed a fine of five shillings. The Fiscal took the penalty and handed to the parties a printed form, duly filled up, which, by discharging the fine, certified the marriage. *Ruglen* or Rutherglen marriages have passed into a proverb. A birth was attended with much concern to the wives of the neighborhood. They hastened to make personal inquiry concerning the mother's health, and to embrace the young stranger. Every newborn child was, irrespective of the season of the year, plunged into a vessel of cold water. Before touching the infant the female visitors crossed themselves with a burning brand. When the heir of an estate was born, he was exhibited to the tenantry. The neglect of such a proceeding would have led to unfavorable rumors concerning the young stranger. There is a tradition in Fifeshire that one of the infant kings was exhibited to the public on a payment proportioned to the rank of each spectator, and that the humbler classes were admitted to see the juvenile monarch on the presentation of a small coin, equal to the English halpenny, and which consequently was styled a bawbee."

About witches and their persecutors, of whom the fiercest and most fanatical were the clergy, who denounced most loudly the superstitions of the Catholick Church, Mr. Rogers says much that is alike entertaining and just:

"On receiving her vow of perpetual fealty, the Devil handed the witch a piece of money, and put his mark upon her. The precise nature of this mark was a subject of discussion among those who prosecuted demonological inquiries. Sir George Mackenzie, the Lord Advocate, has described the mark as a discolored spot, caused by a nip or pinch, and resembling a farmer's buist, or mark on his flock of sheep. Mr. John Bell, minister of Gladsmuir, writing in 1705, remarks, 'The witches' mark is sometimes like a blew spot, or a little tet, or red spots like flea-biting; sometimes, also, the flesh is sunk in and hollow, and this is put in secret places, as among the hair of the head and eye-brows, within lips, under the armpits, etc.' In his 'Secret Commonwealth,' Mr. John Kirk, minister of Aberfoyle, describes the mark 'as a small mole, horny and brown-colored, through which mark when a large brass pin was thrust till it was bowed (bent) the witches, both men and women, neither felt a pain nor did it bleed.' For the discovery of the witch-mark, which was the first process towards conviction, the authorities had recourse to 'the pricker,' or 'witch-finder.' Men who prosecuted this vocation were to be found in every district, and their occupation, cruel and revolting as it was, did not exclude them from respectable rank, and even civic honors were awarded them. Among the members of the fraternity were John Kincaid and George Cathie, two noted 'prickers.' The latter resided near Glasgow; he was considered by the Church courts of the west an expert at his profession, and he continued to retain their confidence, even after he had condemned as witches twelve parishioners of Crawford Douglas, who were proved on their trial to have been charged by a lunatic. John Kincaid resided in his villa at Tranent, East Lothian: his hands were constantly full of work. He was constituted 'common pricker' to the Court of Justiciary, and his circuit of employment among ecclesiastical and commission courts extended from the county of Aberdeen to the English border. His fees of service increased as the reputation of his skill made progress. From the Kirk-session of Stow, Mid-Lothian, he received six pounds Scots for 'the brodding of Margaret Denham in 1649;' but the Town Council of Forfar paid him much more liberally for similar services in 1661, besides voting him a burgess ticket! So proficient was Kincaid in his nefarious art that he never failed to discover the Devil's mark; hence all he pricked were sure to perish at the stake. He ventured at length to prosecute his vocation on his own account, by seizing those he personally suspected, and subjecting them to his tortures; but this display of zeal was checked, the Justiciary Court subjecting him to imprisonment. After experiencing nine weeks' detention in the Edinburgh Tolbooth, he was liberated by the Privy Council, under the promise that he would prick no more without judicial warrant. In discharging his revolting office, Kincaid proceeded after the most barbarous fashion. Having stripped his victims and bound them with cords, he thrust his needles everywhere into their bodies. Screams, entreaties, protestations of innocence he heard unmoved. When his victim fell into a swoon, he relented only till sensation was reproduced on the application of restoratives. When, exhausted by an agony too great for utterance, his victim remained silent, Kincaid proclaimed that he had found the *mark!* Every witch-pricker exercised his craft with similar brutality. One of the brotherhood, who was hanged, declared on the gibbet that he had illegally caused the death of one hundred and twenty females, whom he had been appointed to test for witchcraft."

With due respect to the author, we presume that this confession was made under the gibbet, and not *on* it.

—New Haven young ladies attach small pink balloons to the necks of their poodles, labelled with the names of the animals.

## DIAMONDS.

**The New Fever in the East—Great Discoveries in New South Wales and South Africa.**

The supposed discovery of a diamond weighing 900 karats, or about five times the weight of the marvellous Kohinoor, and, if genuine, worth many millions in gold, has greatly excited curiosity towards the scenes of the new diamond fever in Australia and South Africa. The diamond rage which prevails in these quarters is well authenticated. "The Moor people are nearly all diamond-mad," says *The Friend of the Free State* in South Africa. "It is within our knowledge that the cat's eye, agate, topaz, aqua marina, and the ruby have been picked up in the Transvaal. If we could only whisper the truth concerning the wealth of this splendid country into the ear of the English Government, it would startle them from their indifference and the shameful neglect and crime with which they have treated their subjects here." A correspondent of the *Friend* writes from Potchefstroom, June 29, of the finding of two more diamonds in Magnasie, one stated to be worth £2000 and the other £150 to £200.

A few months ago some important diamond discoveries were announced near Mudgen, in New South Wales, and since then the neighboring Cudgegong river has been frequented by treasure-seekers. It was calculated that one of the machines in operation would yield four pwt. of gold, and from two to three diamonds per load, taking up twenty loads per day. Lately as many as 65 acres of ground were taken up in a single week by diamond-miners. Besides diamonds, gem-sand has been largely found, containing a great many small stones of different colors, and, when placed under a glass, sparkling with diamonds of minute form, valued at $3000 per ounce.

A late report states that nearly every gold miner's tailings, when examined, have been found to contain diamonds and other precious stones. A Mr. Scott found eight diamonds in one day. Lumps of magnetic iron—the matrix of diamonds—have been brought into Yass from a place eighteen miles distant, in the direction of Burrowa, and the discovery of a diamond in that direction may yet have to be chronicled. From the tailings of the gold mines at Dry Creek, near Mansfield, in this colony, every variety of gem which has been found at Mudgee, except the diamond, has been picked up in quantities by curious persons, and lately a fine specimen of the white topaz was discovered in the drift-sand of the Broken River at Mount Battery. The diamond and white topaz are generally found together. The most remarkable event in the way of diamond discoveries, however, has been the finding of the supposed diamond of 7 oz. 14 dwt. The stone was discovered by a Mr. Townsend, between Bendemeer and Armidale, in the New England district of New South Wales. It lately arrived in Sydney, and was detained at the Mint, in consequence of the Australasian Steam Navigation Company claiming 2s. 6d. per cent. freight. The stone is in size about as large as a turkey's egg, and of a similar shape. Several tests were applied to it, and the confidence of the manager of the Bank of New South Wales at Armidale was such that he advanced £700 upon it.

The London *Times*, commenting upon the recent discoveries of diamonds in Australia, remarks:—"It may be presumed that diamonds will lose their value if they once come to be found by the bushel. All, however, depends on size and quality. Very small diamonds are already imported from Brazil in such quantities that at least two tons have found their way into the trade from the American mines. As far as the Australian discoveries are to be classed with these imports, their effect will be trifling. If the number of larger or finer stones should prove to be limited, the increase of supply may perhaps stimulate the demand, and be attended with only a partial reduction of value.

## A STRANGE AFFAIR.

**Wholesale Poisoning in Meath, Ireland.**

A most singular case of wholesale poisoning occurred last month in an out-of-the-way place called Drumcondra, in the county of Meath, Ireland. About six months ago, one of the family of a farmer named Ledwith found lying in the high road, near the farm, some sugar; this he brought home, the family partook of it, and suffered severely in consequence, for it was subsequently ascertained to have been mixed with poison.

Some might have supposed that after such an experience the Ledwiths would have been rather shy of availing themselves of treasure-trove of an alimentary description, but Irishmen are not conspicuous for caution. On the 7th of October young Ledwith, when returning with his aunt from Carrick Macross market, found a paper parcel, about a quarter stone weight, containing, in three separate papers, currants, biscuits (partly broken), and flour. These the boy took home to his father's, and the following day his sister made cakes of part of the flour for breakfast. Before night the father and youngest boy were dead, and the sister, another brother, and a young girl (a neighbor), terribly sick. In the course of the night the second youth died, but the girls, singularly enough, survived.

A *post-mortem* examination proved that the flour had been largely impregnated with arsenic, but at the inquest no evidence tending to incriminate any one was forthcoming. A woman testified that on the Thursday when the parcel was found a man came up to her in a street at Carrick Macross, and, tapping her on the shoulder, said, "I've got that for you." "Got what?" she asked, without wholly turning round. "Why, the poison, to be sure," was the reply. Then, clearly seeing her face, he exclaimed, "Oh, you're not the woman," and hurried away. The story was confirmed by the son of the witness, but unfortunately neither of them can swear to the man. There was a rumor of ill feeling between the Ledwiths and others in the country side, but on inquiry this allegation seemed to rest on no substantial foundation.

## BLONDES AND BOUQUETS.

**Sudden Collapse of the Greatest Fool in Gotham.**

*From the N. Y. News.*

Many were the floral offerings containing jewels that greeted the burlesquers of the Lydia Thompson troupe in this city, and one lady is reported to have received a diamond brooch valued at no less than $16,000. "Sweets to the sweet," and so a gay young cavalier named Harry C. Markley, who is said to be affluent, believing that the sayings of the "divine William" are not without effect, prevailed upon a florist named Solomon Hoffheimer to furnish him with numerous elegant and gorgeous bouquets, which, having been gotten up without regard to cost, were to be presented to the fair beauties who were attached to the Lydia Thompson burlesque troop.

The florist fulfilled his order, and delivered the abundance of roses, lilies, peonies, China asters, etc., to Mr. Markley, who said he was a gentleman of fortune, and would pay the trivial account, which amounted to $128, if the bill was sent to his hotel. The bouquets were sent to the Lydia Thompson troupe, and the dealer in flowers, having completed his portion of the agreement, sent for his money, but Markley, from time to time, made several excuses, until Hoffheimer, seeing that he had for a customer one of the sort of gentry who allow their tailors' bills to run from one generation to another, secured the services of the well-known lawyer, William F. Howe, who, it may be remembered, was counsel for the beauteous Pauline Markham on the occasion of the threatened injunction against that actress. Mr. Howe at once proceeded to draw affidavits, and applied to the Supreme Court for an order of arrest against the admirer of the blondes.

The Court granted Counsellor Howe a warrant for the apprehension of Markley, which was placed in the hands of the Sheriff, who instituted a strict search for the defendant, but up to the present writing has failed to capture the gentleman of means, who it is surmised will not, for some time to come, annoy audiences by covering a stage full of flowers, making a ninny of himself and a bankrupt of a florist.


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JAMES PEARCE, M. B., ORGANIST, ST. MARK'S (No. 1420 SPRUCE Street), can be seen from 9 till 10 A. M. and from 7 till 8 P. M. Teaches the Organ, Piano, and Harmony. 10 9 stuth 2m

THE EDGEHILL SCHOOL,
a Boarding and Day School for Boys, will begin its next session in the new Academy Building at
MERCHANTVILLE, NEW JERSEY
MONDAY, September 6, 1869.
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At SEVEN PER CENT. in Currency,
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Bankers and Dealers in
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This loan is secured in the most effectual manner. It represents a road in profitable operation, and will open the trade of the Rocky Mountain country and connect it with the great markets of the East. It is considered to be one of the best loans in the market.
EVEN BETTER IN SOME RESPECTS THAN GOVERNMENT SECURITIES.
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The coupons will be payable semi-annually in either Frankfort, London, or New York, and will be free from Government taxation. The bonds for the present are sold in currency at 96, with accrued interest.
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Nos. 112 and 114 South THIRD Street.
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H. H. COOKE, late of firm of Howell & Brothers.
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RAILROAD FORECLOSURE SALE.—THE undersigned grantee in trust, and as Special Master Commissioner of the Circuit Court of the United States in and for the Southern District of Ohio, in the case of Charles Moran, Trustee, against the Cincinnati and Zanesville Railroad Company, pending in said Court in Chancery, by authority of the decree rendered in said cause at the October term thereof, A. D. 1869, will, on the first day of December, 1869, between the hours of 10 o'clock A. M. and 4 o'clock P. M. of said day, at the door of the Court House of said Court, in the city of Cincinnati, Ohio, offer and expose to sale by public vendue, to the highest bidder for cash, payable on confirmation of said sale by said Court, but not for less than the minimum sum fixed by said Court, namely—one million three thousand nine hundred and sixty-eight dollars ($1,003,968). THE RAILROAD, OTHER PROPERTY AND FRANCHISES, INCLUDING THE FRANCHISE TO BE AND ACT AS A CORPORATION OF THE CINCINNATI AND ZANESVILLE RAILROAD COMPANY IN THE STATE OF OHIO. If no sale shall be effected at the time and place above designated, the biddings will be adjourned from day to day, or time to time, by proclamation, and pursuant thereto, will be continued to complete the sale. Possession of the premises to be delivered to the purchaser on confirmation and payment of the purchase-money—compliance in other respects with the terms of the order of sale by the purchaser being also required.
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And Special Master Commissioner.
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HUNTER & DAUGHERTY, Solicitors for Complainants.
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The stock comprises every denomination printed by the Government, and having at all times a large supply, we are enabled to fill and forward (by Mail or Express) all orders immediately upon receipt, a matter of great importance.
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City of Boston, via Halifax, Tuesday, Nov. 16, at 1 P. M.
City of London, Saturday, Nov. 20, at 1 P. M.
City of Washington, Saturday, Nov. 27 at 12 noon.
And each succeeding Saturday and alternate Tuesday from Pier 45, North River.
RATES OF PASSAGE.
BY THE MAIL STEAMER SAILING EVERY SATURDAY.
Payable in Gold. Payable in Currency.
FIRST CABIN.....$100 | STEERAGE.....$30
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To Paris..... 115 | To Paris..... 47
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FIRST CABIN. STEERAGE.
Payable in Gold. Payable in Currency
Liverpool.....$80 | Liverpool.....$35
Halifax..... 30 | Halifax..... 15
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Passengers forwarded to Havre, Hamburg, Bremen, etc. at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further information apply at the Company's Office
JOHN G. DALE, Agent, No. 15 BROADWAY, N. Y.
or to O'DONNELL & FAULK, Agents,
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The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50, North river, every Saturday.
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In gold (including wine),
TO BREST OR HAVRE.
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(Including railway tickets, furnished on board.)
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These steamers do not carry steerage passengers.
Medical attendance free of charge.
American travellers going to or returning from the continent of Europe, by taking the steamers of this line avoid unnecessary risks from transit by English railways and crossing the channel, besides saving time, trouble, and expense.
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For passage in Philadelphia, apply at Adams' Express Company, to H. L. LEAF,
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THE SOUTH AND SOUTHWEST.
FAST FREIGHT LINE,
EVERY THURSDAY.
The Steamships PROMETHEUS, Captain Gray, and J. W. EVERMAN, Captain Hinckley,
WILL FORM A REGULAR WEEKLY LINE.
The steamship PROMETHEUS will sail on THURSDAY, November 4, at 4 P. M.
Through bills of lading given in connection with S. C. R. R. to points in the South and Southwest.
Insurance at lowest rates. Rates of freight as low as by any other route. For freight, apply to
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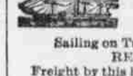

LORILLARD'S STEAMSHIP LINE FOR
NEW YORK.
Sailing on Tuesdays, Thursdays, and Saturdays.
REDUCTION OF RATES.
Freight by this line taken at 12 cents per 100 pounds, cents per foot, or 1 cent per gallon, ship's option. Advance charges cashed at office on Pier. Freight received at all times on covered wharf.
JOHN F. OHL,
28 Pier 19 North Wharves.
B. N. Extra rates on small packages iron, metal, etc.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
EVERY SATURDAY,
At noon, from FIRST WHARF above MARKET Street.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium carrying every description of freight.
No charge for commission, drayage, or any expense transfer.
Steamships insured at the lowest rates.
Freight received daily,
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No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 15

NOTICE.—FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL EXPRESS STEAMBOAT COMPANY.
The CHEAPEST AND QUICKEST water communication between Philadelphia and New York.
Steamers leave daily from first wharf below Market street, Philadelphia, and foot of Wall street, New York.
Goods forwarded by all the lines running out of New York, North, East, and West, free of commission.
Freight received and forwarded on accommodating terms. WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue, Philadelphia.
JAMES HAND, Agent,
5 25 No. 119 WALL Street, New York.

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South wharves.
HYDE & TYLER, Agents, at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1 5

NOTICE.—FOR NEW YORK, VIA Delaware and Raritan Canal, SWIFTSURE TRANSPORTATION COMPANY.—DESPATCH AND SWIFTSURE LINE.
The business of these lines will be resumed on and after the 8th of March. For freights, which will be taken on accommodating terms, apply to
W. M. BAIRD & CO.,
3 25 No. 132 South Wharves.

GROCERIES AND PROVISIONS.

SHOTWELL SWEET CIDER.
Our usual supply of this CELEBRATED CIDER just received.
ALBERT C. ROBERTS,
Dealer in Fine Groceries,
11 7 Corner ELEVENTH and VINE Streets.

MICHAEL MEAGHER & CO.
No. 223 South SIXTEENTH Street,
Wholesale and Retail Dealers in
PROVISIONS,
OYSTERS, AND SAND CLAMS,
FOR FAMILY USE
TERRAPINS $18 PER DOZEN. 9 25

PERSONAL.

CAUTION!
REMOVAL.
DONNELLY'S OLD ESTABLISHED PHŒNIX MONEY LOAN OFFICE,
removed from No. 628 SOUTH Street, corner of RONALDSON, to his new and large building No. 1433 SOUTH Street, above Broad. Entrance to private office at door of Dwelling; also on DOYLE Street, in the rear, where money will be loaned as usual on Diamonds, Watches, Jewelry, Silverware, Dry Goods, Clothing, Beds, Bedding, Carpets, Furniture, Pianos, Paintings, Guns, Pistols, Musical Instruments, and goods of every description and value. Secure safes for the keeping of valuables; also ample accommodation for the care and storage of goods.
VINCENT P. DONNELLY, Broker,
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WIRE WORK.
GALVANIZED and Painted WIRE GUARDS, store fronts and windows, for factory and warehouse windows, for churches and cellar windows.
IRON and WIRE RAILINGS, for balconies, offices cemetery and garden fences.
Liberal allowance made to Contractors, Builders and Carpenters. All orders filled with promptness and work guaranteed.
ROBERT WOOD & CO.,
7 3 stuth6m No. 1136 RIDGE Avenue Phila.

NEW PUBLICATIONS.

PHILOSOPHY OF MARRIAGE.—A New Course of Lectures, as delivered at the New York Museum of Anatomy, embracing the subjects:—How to Live, and What to Live for; Youth, Maturity, and Old Age; Manhood Generally Reviewed; The Cause of Indigestion; Flatulence and Nervous Diseases Accounted For; Marriage Philosophically Considered, etc. etc. Pocket volumes containing these Lectures will be forwarded, post paid, on receipt of 25 cents, by addressing W. A. LEARY, Jr., S. E. corner of FIFTH and WALNUT Streets, Philadelphia. 2 3

## A Primitive Constituency.

AN ARCADIAN COMMUNITY IN TRANSYLVANIA.

A correspondent of the London *Times* writes from Klausenburg, in Transylvania:—

"If you look at the map, Szek is not twenty miles from the capital, but if you want to go there you must reckon half a day in summer, when the direct road is passable, and in winter or spring, when you have to make a great round, you may deem yourself lucky if you get there without accident towards evening. Where roads in general are so good as they are in Transylvania, this seems surprising, but it finds its explanation in the natural features of the district. The interior of Transylvania forms one great basin, evidently once the bed of the sea. In the very centre of the country, between the course of the rivers Maros and Szamos, there rises an undulating plateau of late tertiary sandstone and shale, soft and friable. To judge from single old trees and small patches of forest still remaining scattered, the greatest part of this district was wooded, but now it is a succession of naked downs, harboring small lakes in every depression.

"The whole district, known under the name of the 'Pasture,' is considered the most productive of Transylvania. It was the great grazing district of the country before 1848, when most of the large herds of fine cattle and horses were dispersed. Every proprietor in the surrounding districts considered it almost as a necessary portion of his farming to have some land in the district, for it was above all through this part that he made his farming pay. Since the great herds of cattle have been dispersed, much of the land has been broken up. It strikes you that it has been done systematically, for while the slopes facing south have been left intact, the slopes facing north have been ploughed up and bear luxuriant crops of wheat, rice, and Indian corn. This is owing to a peculiarity which you have no trouble in discovering, for while on the northern slopes you see fat black soil, on the southern slopes, through the scanty grass, you see yellow sand mixed with marl. As in the large alluvial plains of Hungary, the material for roads is wanting on the 'pasture,' the stone which is used decomposing so soon that it is dust almost before it is laid on the road. With the exception, therefore, of the parts of the road lying close to the river, where gravel may be got, they can, even with the great labor bestowed upon them, scarcely be kept up, and have to be relaid almost every spring.

"Although it boasts of a charter by King Matthias Corvinus of the fifteenth century, which insures to it all those rights and privileges which had been granted to Buda, the capital of Hungary, the noble town of Szek, as it is called in diplomatic language, is little different in appearance from a village. You see the same low, one-storied houses, with gable-ends turned towards the street, and separated from each other by the courtyard, merging into the garden behind. A wooden verandah runs along the side of the building turned towards the courtyard, and under the thatched roofs you see the heads of yellow Indian corn and tobacco leaves strung up in a row, forming a sort of festoon.

"To judge by the similarity of the houses' you seem to have realized in your journey the land of equality, nor are you, indeed, far off here seeing the dream of the enthusiasts realized, for if there is not much wealth there is no great poverty either in Szek—proletarians or beggars are unknown.

"Where no one is in absolute want, and all are more or less on the same level, the greatest incitement to crime is gone; and so it is in this Transylvanian Arcadia. Except now and then a row on a Sunday evening, there is but little for justice and police to do, and even these rows can only be of rare occurrence when in a population of five thousand souls only half a dozen are known as drunkards. Theft is unheard of; not a house has a lock; agricultural implements are kept in the fields; household property in the open court-yards, where not even watch-dogs are kept. There is, indeed, a prison remaining, but it has been used for years as a lumber-room.

"In the midst of all the political and religious agitations through which Transylvania has gone in olden as well as in more recent times, the place has not been disturbed. There Hungarian and Rouman have been and are living in the best harmony, the best proof of which is that the Mayor is a Rouman, although by far the greater number of the inhabitants are Hungarian. As with politics so it is with religion. The place might pass as a model of tolerance, for there Protestants, Roman Catholics, Greek Catholics, and orthodox Greek are living in the best possible understanding with each other, and what is, perhaps, even more, their clergy are on the best terms with each other.

"Yet from all this, or from the isolated, secluded position of the place, you must not imagine that the people are sunk in apathy, and do not endeavor to better themselves. They are not content with tilling their native soil, but have their commerce in cattle and wood. They go away with their carts and oxen or horses to fetch the wood, which they bring down and sell in the more prosperous towns.

"When one sees this simplicity and primitiveness one almost begins to doubt whether the railway which is projected in the valley of the Szamos, a few miles off, will be a boon or not, for it will necessarily modify all this, and gradually efface the originality which is so interesting. But this will be the fate of many of these small communities in Transylvania, of which the town of Szek is one, and, perhaps, the most curious type."

### Foreign Musical and Dramatic Items.

—Fraulein Mehlig, the pianiste, is about to start for America, where she is engaged for a concert-*tournee*.

—Herr Carl Reinecke has completed a work which is intended to be to Schiller's *Wilhelm Tell* what Beethoven's music is to Goethe's *Egmont*.

—Among the festivals to take place at the opening of the Suez Canal is the performance of a cantata by Prince Poniatowski. The text is by Signor Rugelli, the Neapolitan.

—Rossini's *Messe Solennelle* is to be heard for the first time in Vienna, on the day of the commemoration of the dead. It will be given in the new opera house of the Kaiserstadt.

—M. Coste, the composer of the *opera-bouffe* "Les Horreurs de la Guerre," is now engaged on a similar piece of buffoonery by M. Armand Gouzien, entitled "Richard de Saxhorn Gotha."

—The orchestra employed in *Rheingold* comprises 120 instruments, among which are 18 anvils. The scenery is illuminated by three thousand jets of gas. Nevertheless, adds our authority, significantly enough, at the third representation many places in the theatre were unoccupied. Not even the elect of Munich are willing to accept anvilling in place of music.

—A story is current in Paris to the effect that M. Auber intends to write a dramatic scene, in which all the female celebrities of the time—that is to say, Mesdames Patti Nilsson, Marie Sass, Marie Cabel, Carvalho Bloch and Marimon—are to take part. M. Auber is far too much of a man of a world, we imagine, to carry out any such wild idea. He might "call spirits from the vasty deep," but would they answer when he did call?

—*La Matrone d'Ephese*, of M. Vercousin, has been played at the Gymnase, Paris. The strange story, so libellous of the fair sex, which Petronius has preserved and La Fontaine transmitted, is partly followed, partly burlesqued, an amusing, and, as might be expected, not over-moral piece being the result. "Cratinus" has a young wife, on whose fidelity, as she has sworn to follow him to the tomb, he depends. His friends, less fortunate than he in marriage, laugh at his confidence, and persuade him to try a dangerous experiment. He pretends to be dead, accordingly, and is mourned by his wife, who duly weeps over his tomb previous to joining him in it. But during her stay she receives the consolations of "Cleon," her cousin, a young gallant. So acceptable are his ministrations, that "Cratinus" sees fit to awake and disturb the proceedings. His mouth is soon stopped, however, since his wife, who with the commencement of an intrigue has found the qualities necessary to conduct it, tells him she knew of the trick he had played, and had met it with counter-tricks.

—A difficulty has arisen between the corporation of Washington and the Baltimore and Ohio Railroad, The company was called upon to raise its track to the level of an improved street, but refused, when the City Commissioners proceeded to fill up the gap, causing considerable delay to the trains. Legal proceedings will be taken by the company.


### RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
TIME TABLE.
FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3¼, 3¾, 4, 4·35, 5·05, 5¾, 6, 6¾, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown at 6, 7, 7½, 8, 8·30, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4¾, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·30 down train and 3¾ and 5¾ up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9·15 A. M., 2, 4·05, 7, and 10¾ P. M.

Leave Germantown at 8·15 A. M., 1, 3, 6, and 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3¼, 5¾, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7·10, 8, 9·40, 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9·15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and 9·25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philade phia at 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5, 5½, 6¾, 8·05, 10·05, and 11¾ P. M.

Leave Norristown at 5·40, 6¾, 7, 7¾, 9, and 11 A. M., 1½, 3, 4¾, 6¾, 8, and 9½ P. M.

The 7¾ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schurr's lane.

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2¾, 4, and 7¾ P. M.

Leave Norristown at 7·A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11·05 A. M., 1½, 3, 4¾, 5, 5½, 6¼, 8·05, 10·05, and 11½ P. M.

Leave Manayank at 6·10, 7, 7½, 8·10, 9½, and 11¾ A. M., 2, 3½, 5, 6¾, 8·30, and 10 P. M.

The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7¾ P. M.

Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.

W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washington avenue as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4·00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Steinmer's Run.

Night Express at 11·30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12·00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·30 and 8·10 A. M., 1·30, 4·15, and 7·00 P. M. The 8·10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

Trains leaving Wilmington at 6·30 A. M. and 4·15 P. M., will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia—Leave Baltimore 7·25 A. M., Way Mail; 9·35 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD.

Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7·45 A. M., 11·00 A. M., 2·30 P. M., 4·15 P. M., 4·40 P. M., 6·15 and 11·30 P. M.

Leave West Chester from Depot, on East Market street, at 6·25 A. M., 8·00 A. M., 7·45 A. M., 10·45 A. M., 1·55 P. M., 4·50 P. M., and 6·55 P. M.

Train leaving West Chester at 8·00 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4·40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7·45 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving Philadelphia at 4·40 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8·30 A. M. and 2·00 P. M.

Leave West Chester for Philadelphia at 7·55 A. M. and 4·00 P. M.

WILLIAM C. WHEELER,
4 10§ General Superintendent.

MERRICK & SONS
SOUTHWARK FOUNDRY,
No. 430 WASHINGTON AVENUE, Philadelphia.
WILLIAM WRIGHT'S PATENT VARIABLE CUT-OFF STEAM ENGINE,
Regulated by the Governor.
MERRICK'S SAFETY HOISTING MACHINE,
Patented June, 1868.
DAVID JOY'S
PATENT VALVELESS STEAM HAMMER
D. M. WESTON'S
PATENT SELF-CENTRING, SELF-BALANCING CENTRIFUGAL SUGAR-DRAINING MACHINE.
AND
RO EXTRACTOR.
For Cotton or Woollen Manufacturers. 7 10 mwf
J. VAUGHN MERRICK. WILLIAM H. MERRICK.
JOHN E. COPE.

COTTON SAIL DUCK AND CANVAS of all numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches wide. Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN,
108 CHURCH Street (City Stores)

### RAILROAD LINES.

1869.—FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6·30 A. M., via Camden and Amboy Accom...$2·25
At 8 A. M., via Cam. and Jersey City Ex. Mail... 3·00
At 2 P. M., via Camden and Amboy Express..... 3·00
At 6 P. M., for Amboy and intermediate stations.
At 6·30 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3·30, and 4·30 P. M., for Trenton.

At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 4·30, 6, 7, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.

At 6·30 and 10 A. M., 12 M., 2·30, 4·30, 6, 7, and 11·30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.

The 11·30 P. M. Line leaves Market Street Ferry, (upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, $3.

At 7·30 and 11 A. M., 2·30, 3·30, and 5 P. M. for Trenton and Bristel, and 10·15 A. M. and 6 P. M. for Bristol.

At 7·30 and 11 A. M., 2·30 and 5 P. M. for Morrisville and Tullytown.

At 5·30 and 10·15 A. M., and 2·30, 5, and 6 P. M. for Schenck's and Eddington.

At 7·30 and 10·15 A. M., 2·30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8·30 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.

Via Connecting Railway.

At 9·30 A. M., 1·20, 4, 6·45, 8, and 12 P. M. New York Express Lines, via Jersey City. Fare, $3·25.

At 11·30 P. M., Emigrant Line. Fare, $2.

At 9·30 A. M., 1·20, 4, 6·45, 8, and 12 P. M., for Trenton.

At 9·30 A. M., 4, 6·45, and 12 P. M., for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9·30 A. M., 8 and 12 P. M. Lines will run daily. All others, Sundays excepted.

For Lines leaving Kensington Depot, take the cars on Third or Fifth street, at Chesnut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot, Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9·30 A. M., 8 and 12 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7·30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. and 5 P. M., for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2·15, 3·20, 5, and 6·30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3·30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA.

FALL SCHEDULE.

Takes effect November 1st, 1869.

Fifteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), as follows:—

At 7·45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 9·25 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.

At 1·45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

At 5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8·45 A. M., 2·45 and 4·15 P. M.

For Fort Washington at 6·15 and 10·45 A. M., and 11·30 P. M.

For Abington at 1·15, 3·15, 5·20, and 8. P. M.

For Lansdale at 6·20 P. M.

Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 3·10, 4·45, and 8·25 P. M.
From Doylestown at 8·25 A. M., 4·55, and 7·05 P. M.
From Lansdale at 7·30 A. M.
From Fort Washington at 9·20, 10·55 A. M., and 3·10 P. M.
From Abington at 2·35, 4·35, 6·45, and 9·35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6·30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.

Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

11 1 ELLIS CLARK, Agent.

PHILADELPHIA AND ERIE RAILROAD.—WINTER TIME TABLE.

On and after MONDAY, Sept. 6, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

| | | |
|---|---|---|
| MAIL TRAIN leaves Philadelphia | | 9·20 P. M. |
| " " Williamsport | | 7·30 A. M. |
| " arrives at Erie | | 8·15 P. M. |
| ERIE EXPRESS leaves Philadelphia | | 11·50 A. M. |
| " " Williamsport | | 9·00 P. M. |
| " arrives at Erie | | 10·00 A. M. |
| ELMIRA MAIL leaves Philadelphia | | 8·00 A. M. |
| " " Williamsport | | 6·10 P. M. |
| " arrives at Lock Haven | | 7·00 P. M. |

EASTWARD.

| | | |
|---|---|---|
| MAIL TRAIN leaves Erie | | 8·15 A. M. |
| " " Williamsport | | 2·15 P. M. |
| " arrives at Philadelphia | | 6·10 A. M. |
| ERIE EXPRESS leaves Erie | | 3·20 P. M. |
| " " Williamsport | | 4·25 A. M. |
| " arrives at Philadelphia | | 1·20 P. M. |
| ELMIRA MAIL leaves Lock Haven | | 6·50 A. M. |
| " " Williamsport | | 8·45 A. M. |
| " arrives at Philadelphia | | 7·15 P. M. |
| BUFFALO EXP. leaves Williamsport | | 12·20 A. M. |
| " " Harrisburg | | 5·10 A. M. |
| " arrives at Philadelphia | | 9·25 A. M. |

Express East connects at Corry, Mail East at Corry and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny River Railroad.

ALFRED L. TYLER, General Superintendent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.
WINTER ARRANGEMENT.

On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek Railroads:—

Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 4·30 P. M.

A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 2·30 P. M.

Leave PORT DEPOSIT for PHILADELPHIA at 5·40 A. M., 9·25 A. M., and 2·25 P. M.

On Saturday the 2·25 P. M. train will leave at 4·30 P. M.

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,
11 1 President and General Superintendent.

WEST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT. COMMENCING TUESDAY, SEPTEMBER 21, 1869.

Leave Philadelphia, foot of Market street (Upper Ferry), at

8·15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate stations.

3·15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.

3·30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.

5·30 P. M., Woodbury and Glassboro accommodation.

Freight train for *all stations* leaves Camden daily, at 12 o'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 South DELAWARE Avenue.

Commutation tickets at reduced rates between Philadelphia and all stations.

EXTRA TRAIN FOR CAPE MAY.
(SATURDAYS ONLY.)

Leave Philadelphia, 8·15 A. M.
Leave Cape May, 1·10 P. M.

WM. J. SEWELL, Superintendent.
September 16, 1869. 9 29

### RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canadas.

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6·30 P. M.; arrives in Philadelphia at 9·15 P. M.

MORNING EXPRESS.

At 8·15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6·25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·40 A. M. Returning, leaves Philadelphia at 4·30 P. M.; arrives in Pottstown at 6·40 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5·40 A. M. and Reading at 7·30 A. M., stopping at all way stations; arrives in Philadelphia at 10·15 A. M.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9·40 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 2·45 P. M., arriving at Philadelphia at 6·45 P. M.

Harrisburg Accommodation leaves Reading at 7·15 A. M. and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·30 P. M., arriving in Philadelphia at 9·15 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12·45, noon, for Pottsville and all way stations; leaves Pottsville at 5·40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·45, and 4·30 P. M. trains from Philadelphia. Returning from Downingtown at 6·10 A. M., 1 and 5·45 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7·30 A. M. 12·45, and 4·30 P. M. trains from Philadelphia, returning from Schwenksville at 5·55 and 8·12 A. M. and 12·55 M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Boyertown and intermediate points take the 7·30 A. M. and 4·30 P. M. trains from Philadelphia, returning from Boyertown at 7·25 and 11·50 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 12·35 A. M. and 1·45 and 10·02 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 2·10 and 5·20 A. M. and 4·45 P. M., passing Reading at 4·10 and 7·05 A. M. and 6·16 P. M., arriving at New York at 10·00 and 11·45 A. M., and 10·20 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8·10 A. M. and 2·00 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6·30 and 11·30 A. M., and 6·50 P. M., returning from Tamaqua at 8·35 A. M., and 2·15 and 4·50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 5·55 A. M. and 3·20 P. M. for Pinegrove and Harrisburg, and at 12·10 noon for Pinegrove and Tremont, returning from Harrisburg at 7·35 and 11·50 A. M., and from Tremont at 6·45 A. M. and 5·05 P. M.

TICKETS.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $52·50 each, for families and firms.

SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4·35 A. M., 12·45 noon, 5 and 7·15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

PENNSYLVANIA CENTRAL RAILROAD.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

| | |
|---|---|
| Mail Train | 8·00 A. M |
| Paoli Accommodation | 10·20 A. M., 1·10 and 7·10 P. M. |
| Fast Line | 11·20 A. M. |
| Erie Express | 11·50 A. M. |
| Harrisburg Accommodation | 2·30 P. M. |
| Lancaster Accommodation | 4·00 P. M. |
| Parkesburg Train | 5·30 P. M. |
| Cincinnati Express | 8·00 P. M. |
| Erie Mail and Pittsburg Express | 9·30 P. M. |
| Erie Accommodation | 11·00 P. M. |

Philadelphia Express, 12 night.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock.

Philadelphia Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:

| | |
|---|---|
| Cincinnati Express | 2·45 A. M. |
| Philadelphia Express | 6·20 A. M. |
| Erie Mail | 6·20 A. M. |
| Paoli Accommodation, 8·20 A. M., 4·05 and | 6·35 P. M. |
| Fast Line | 9·35 A. M. |
| Parkesburg Train | 9·10 A. M. |
| Lancaster Train | 12·30 P. M. |
| Erie Express | 6·10 P. M. |
| Day Express | 1·30 P. M. |
| Pacific Express | 8·25 P. M. |
| Harrisburg Accommodation | 9·40 P. M. |

For further information, apply to

JOHN F. VANLEER, JR., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

### GOODS FOR THE LADIES.

CHOICE GOODS AT LOW PRICES.

MRS. M. A. BINDER,
NO. 1101 CHESNUT STREET.

Correspondence with the leading Parisian and Continental Houses enables her to receive the latest novelties direct.

Bargains opening daily in—
Black Guipure Laces.
Black Thread Laces.
Pointe Applique Laces.
Valenciennes Laces.
Pointe Collars.
Thread Collars. Lace Veils.
Pointe, Applique, and Valenciennes Handkerchiefs.
French Muslin.
Hamburg Edgings, new designs, very cheap.
Alter Laces, all widths.
Bridal Veils and Wreaths.
Kid Gloves, 75c. and $1 a pair.
White Coats, Cloaks, and Dresses.
Also, elegant Trimmings, Velvets, Flowers, Ribbons Buttons, etc.
Particular attention given to
DRESS AND CLOAK MAKING.
Satisfactory system of
DRESS CUTTING TAUGHT.
Sets of choice patterns for Merchants and Dressmakers now ready, at reduced prices.
Roman Ties and Sashes.
Paris Jewelry, newest styles of Jet, Gold, and Shell, the rarest and most elegant ever offered.
Hair Bands, Combs, Nets,
Zephyr, Slippers, Cushions, and Brackets.
Corsets and Hoop Skirts. 3 6 stuth§

HOSIERY, ETC.

NOW OPEN AT

HOFMANN'S HOSIERY STORE,

No. 9 NORTH EIGHTH STREET,

GENTS' WHITE WOOL SHIRTS,
GENTS' WHITE WOOL DRAWERS,
GENTS' SCARLET WOOL SHIRTS,
GENTS' SCARLET WOOL DRAWERS.
GENTS' MERINO SHIRTS AND DRAWERS,
LADIES' MERINO VESTS,
LADIES' MERINO DRAWERS,
LADIES' CASHMERE VESTS,
CHILDREN'S MERINO UNDERWEAR,
GENTS' COTTON SHIRTS AND DRAWERS,
LADIES' COTTON VESTS AND DRAWERS.

Also, a very large assortment of [4 7 wsly
COTTON, WOOL, AND MERINO HOSIERY.

DRY GOODS.

FINE BROCHE LONG SHAWLS

# CITY INTELLIGENCE.

## OUR HIGHWAYS.

**Cobble Stones on the Wane—The New Pavements, and How they are Constructed—The Improved Belgian Granite, the Nicolson, the Stowe, the Millet, the Concrete, the Vulcanite, and Others—What Do Councils Intend to Do?**

Our time-honored if not also time-worn institution, the cobble-stones, is fast gaining in public disfavor. That such a thing was ever invented, to say nothing of its continued use for many years, is a marvel. The pavement, as we all know, is villainous. A horse dreads it; man cannot walk upon it; the street-contractors cannot clean it. Its durability is shown by immense ruts and gutters, worn in a short time by the frequent passing of vehicles. Its only merit is its cheapness; but, as has very properly been said, no pavement is economical which greatly increases the destruction of horse, vehicle, ease, comfort, and convenience, though its cost is nothing and it last for ever.

We have in some parts of our city a stone pavement known as the Belgian, which consists of cubical blocks of stone, laid somewhat after the fashion of the cobble-stones. This, though a great improvement, is open to several objections. The stones, when new, are slightly rough on the surface, but, when old and worn, especially in wet weather, they are so very smooth and slippery that no toothold for a horse's hoof can be had. The material of which it is composed is itself objectionable. Though stone is a most durable substance, and has been used almost universally, there are others which are said to be as lasting, and which will answer the purpose better in other respects. Stone is noisy, in whatever form. If laid in smooth blocks, it is either too rough for comfort when new, or too smooth for travel when old. The shock to the body of the horse is also said to be too great. The material is too inelastic, and does not give at all when the foot comes in contact. Other materials, as wood, iron, and a composition of pitch, tar, etc., are now being tried. The question now is to decide between them. All may be equally as good. Some may answer better for some purposes than others. But before we repave our city entirely with any new substance, it must have a fair trial of some sort.

### The Belgian.

The cubical-block pavement or Belgian, has been extensively laid in New York, and at present miles of it is being laid on the different avenues. The blocks run about four inches square on the top, six inches deep. The cost of this ranges from $3 to $3·50 per square yard, the stone coming from the "Weehawken" quarries, a few miles up the Hudson river, an army of laborers being constantly employed getting out the stone to supply the demand of New York city. In Philadelphia the Belgian blocks now used are of better shape than the latter, and when carefully laid make a pavement almost equal to that now adopted on Broadway, N. Y.

It is very important that the foundation be of solid good gravel, and the blocks carefully rammed in even courses. Heretofore the blocks used in this city mostly came from the Eastern quarries, but within the past two years a company of Philadelphians purchased the extensive granite quarries near Richmond, Va., and are now shipping very largely to this market.

The Richmond granite blocks are said to have the advantage of not being liable to round off or wear smooth upon contact with the iron upon the horse's feet, the fine grain of the granite and white colors presenting a clearer appearance when the streets are properly swept.

Another important feature in the Belgian blocks is the valuable character of the material. When necessary, the blocks can be relaid either of the four sides turned upward, and in this way the pavement will last for an indefinite period, as the material always retains its value. The cost of a good Belgian pavement in this city ranges from $3 to $3·75 per square yard. No granite quarry can make Belgian blocks to advantage unless in connection they are turning out large stones, per dimension or otherwise, leaving smaller pieces to be split into paving. The cost of the blocks delivered on the wharf in this city stands from $2 to $2·25 per square yard, and we are informed by one of the heaviest importers that the profit at this price is but little. The Belgian pavement lately laid in front of the German newspaper building, Chesnut street, above Sixth, is an improvement on the old style of blocks. Also in front of Mr. Bartol's residence, Spruce and Nineteenth streets, with granite gutter stones and crossings of granite—same depth as the blocks.

### The Improved Granite Pavement.

The improved Broadway, New York, pavement consists of granite blocks 3½ to 4 inches wide, 8 to 14 inches long, and 9 inches deep, with joined gutter-stones, and crossings or bridge stones, all of same material (granite) laid flush and even in a bed made with a layer of small stones and fine gravel on top. The cost is $7·50 per square yard, the contractor taking the old material.

It is called the "Guidet" pavement, and New Yorkers claim it is the best, cheapest, and most desirable pavement that can be laid. A million dollars or more has already been expended on that portion finished on Broadway, and the probability is the same pavement will be continued the whole length of the street.

### The Nicolson.

This well-known pavement is at present in more general use than any of its class. Its principal material is wood. It might be supposed that a pavement of this soft material would not itself be very lasting. Wood, however, in some conditions, is stronger than stone. Placed endwise of the grain it can be cut with a knife, though not easily, but it cannot be pounded or worn away to any great extent. An example of this is found in the stone-cutter's maul or hammer, which can be used for thirty or more years without very great wear; but the iron chisel on which the wood is used cuts away stone very easily. Very few, in fact, know of the great toughness of wood as compared with the brittleness of stone or iron. The question of decay is yet to be noticed.

The Nicolson is laid in this wise:—The ground is first levelled or rounded off, and a board floor laid of two-inch white or yellow pine planks, running lengthwise of the street. This floor is completely covered on both sides with a coating of liquid asphaltum and coal tar. This coating is to prevent decay, and to make the structure impervious to water from above and moisture from beneath. On this floor is laid a stratum of alternate oblong blocks and strips of wood, forming the upper surface of the pavement. The blocks are of white or yellow pine, generally white, three inches thick, eight inches high, and of convenient lengths. A row of these blocks is set up on end, across the street, from curb to curb. The three-inch surface, the face of the grain, is at the top, and the eight-inch, or side, faces up and down the street. Each of these blocks before being laid is completely coated by submersion with a mixture of asphaltum and tar cement. The first line of blocks being thus set, a line of strips, three-quarters of an inch thick, and half as high the blocks, also coated with the same mixture, is set up and nailed against the blocks; one edge of the row of strips resting upon the plank substructure beneath. Another series of blocks, treated in the same way, is set up against the strips, and so on alternating strip and block until a convenient space is laid. There is now left between each row of blocks a coatinuous groove or cell three-quarters of an inch wide and four inches deep, of which the strips form the bottom. This groove is for the purpose of forming a foothold for horses, which will not wear away, and yet will not be so prominent as to interfere with the smooth passage of vehicles over the surface.

Hot roofing gravel, with asphaltum and tar, is filled into these cells, and on the gravel hot liquid asphaltum is poured until the cells are entirely full. This filling is then pounded or rammed tight, and then the whole upper surface is treated with a finishing coat of asphaltum and coal tar. This pavement has had a trial on North Broad street, though not yet for a sufficient length of time. It has, however, given satisfaction for about ten years in some Western cities. It is largely in use in many places. A contract has lately been made for about one and a half miles on Fifth Avenue, New York. It is to be laid in St. Petersburg, Russia, and negotiations are under way for a trial in the streets of Paris. The company have a large capital at their command.

### The Stow Foundation

is an improvement upon the Nicolson. This is also a wooden pavement, and the appearance when finished is much the same. It has lately been put down on Chesnut street in front of the Custom House. The wooden blocks are of similar material and size to the Nicolson. But the strips between the blocks are different. This pavement does away with the board floor under the superstructure, whence its name. A bed of gravel or sand is its only foundation. The strips are wider and are driven into the ground as far as they will go, thus forming a wedge between each row of blocks. The spaces or grooves left above the strips are then filled in with a composition, as for the Nicolson. It is claimed that this kind of fastening—wedging each alternate row of blocks with alternating strips driven in—will hold better than the board foundation, on which the blocks are merely laid. The Nicolson claims that the board substructure will equalize the pressure upon any one block, and help it to retain its place; whereas a heavy pressure on any one block of a pavement without such foundation will sink it, independent of its fellows, and produce unevenness. One great advantage of the Stow pavement is that any part or quantity can be removed for the repair of pipes or sewers without disturbing more than is necessary. On the Nicolson, a whole section, the length of the boards in the substructure, has to be removed in order to get at the ground beneath. The cost of repairs is thus augmented considerably. The Stow Company say that a block coated on all sides with a water-proof composition, as in the Nicolson, is subject to dry rot. The Stow pavement is coated on the top only with a thick water-proof and air-tight coating, so that no dampness can get through from the top; the bottom is left entirely free. It is thought that the natural process of decay in this method will be slower than the dry-rot of the other. The pavement is said to grow more firm the longer it is used. It is a Californian invention, where it has been tried with considerable success. In San Francisco, where the pavement has been in use for three or four years, nineteen-twentieths of all pavements put down for the past two years have been of the Stow Foundation. After this pavement is laid, the contractors offer to keep it in perfect order for twenty years, for the sum of one and a half cents per square foot per annum, and will make a sufficient deposit with the proper authorities to guarantee their fulfilment of such contract for the time specified.

### The Miller Wood Pavement,

owned by the Philadelphia Wood Paving Company, is a late patent, also an advance on the original plan of the Nicolson. A floor or substructure is used in this form of pavement. The floor is composed of one and a half inch spruce boards. In place of coating them with asphaltum and tar, they are treated in a certain manner and become what is called "Burnetized." They first have the sap extracted by being placed in a vacuum tube, then a solution of chloride of zinc is forced into the pores by a pressure equal to 150 pounds to the square inch. On the floor, when laid, is placed a layer of upright pine blocks, with the end of the grain on top, of a wedge-like shape. No strips separate the different rows of blocks one from the other. It has been said, with what truth we know not, that the strips forming the bottom of the grooves in the Nicolson become loose from wear and work up to the surface, displacing the gravel filling, and leaving the blocks without support beneath. It is to remedy this evil that this new form of block has been devised. The block being wedge-shaped or slanting on the sides which face up and down the street, the broad end being on the floor at the bottom and joining the next row of blocks, and the small end being on top, a wedge-shaped cavity is formed between the rows. The top of the cavity is about the width of the groove in the Nicolson, and the bottom tapers off to a point. The smaller or upper face of the block is about three inches thick, and the lower face about four inches, so that the measure of the slant on each side is about a half inch. The strip to form the grooves is thus dispensed with. The grooves are filled in, and the top is covered with a mixture of tar, pitch, roofing gravel, and paving cement. This last is a patent article. The cavity being wedge-shaped, and the top of the wedge being towards the top, it follows that the harder the pressure on the substance from above, the tighter and more compact will the pavement become, which it is supposed to do the more it is used. The blocks of the superstructure are not "burnetized," like the floor, but only coated with the waterproof composition. We suppose the idea of this difference is that one kind of protection is better able to guard against the causes of decay to which the lower side is exposed, while the other is more adapted for the upper. This pavement has been used in Brooklyn, and in some few places in small patches in Philadelphia. It is to be tried on Spring Garden street, from Twelfth to Broad, and by private agreement of the property holders, on Green street, from Fifteenth to Twenty-fifth. The patent is only one year old, but it has been very favorably received in that time. The three varieties, the Nicolson, the Stow, and the Miller, all look alike on the upper surface when finished. They all have a three-inch width of block running across the street, a narrow groove for foothold, and are all covered with a black water-proof coating. The interior structure of the groove is different in all three cases. The floor is of different design in two, and is entirely dispensed with in a third.

### Composition Pavements.

This is another class, using entirely different material in construction. The aim here is to produce something cheaper than wood or stone, and yet answering in other respects as well.

### The Concrete

is one of this class. It is composed of coal-tar, pitch, and gravel. A foundation of sand or gravel is prepared—in some cases in this city the cobble-stones were used as the foundation—the materials are mixed together and poured hot upon the surface, levelled, and allowed to cool. The pavement, when in good order, is very good for driving, but from our experience with it thus far, cheapness appears to be its only other recommendation. In hot weather the mass grows soft and sticky. In rainy weather some of the ingredients are affected and washed away, leaving others to crumble and no ground into powder and mud. A patch was laid not very long ago on Vine street, between Front and Second. Councils have lately ordered it to be removed. From the little which can be seen between the great deposits of mud upon the street, we should say that Councils took unnecessary trouble—it is fast removing itself. There is no necessity to pay extra men to take it away. If the street-cleaners' attention were called to the spot, we doubt not that the whole thing would be swept away with the mud, and no one would be the wiser. Let the distinguished Congressmen who put in down change their business and become street-sweepers.

Fifth avenue, New York, as well as some other parts of that city, has had a taste of this kind of pavement, with the most disastrous results. Their specimen cost more than ours, and did not last as long. There are many varieties of this pavement, under different names, and composed of different ingredients, in the same or in different proportions. The trouble with them is that they are all more or less affected by the action of water.

That this pavement has failed so signally in these cases is no proof that it cannot be made more durable. The streets of Paris are coated with a pavement of this class, and they are renowned for their strength and beauty. Experts say that the only difference between the Parisian pavements and ours is in the manner of laying.

### The Vulcanite.

This is a patent composition. The great care of the inventors in this case has been to produce a substance which will resist the action of water. Pieces of it have been experimented with, and boiled for several hours in water without being affected. It is said to be of the nature of stone, hard and unyielding, but if so, why is it not open to the same objections as that material? Its components are pitch, gravel, and coal-tar, like the concrete, with the addition of sulphur. Its name is derived from a process in its manufacture analogous to the vulcanizing of india-rubber. This is a Philadelphia invention, and is not a year old. We are to have a trial of it on Vine street, above Second, for the distance of a half-square; and also on the main street of Manayunk, perhaps. The company is at present engaged in laying foot-paths of this material in Fairmount Park. A portion of the west side of the river has been given them for trial, where a steep grade makes a pretty good water course of the paths in wet weather. The chief engineer of the park expresses himself well satisfied with the working of the pavement for the purpose of foot-paths.

### The Cost.

Of all pavements our cobble-stones are the cheapest. The stones abound in great quantities on the banks of the Delaware, between Bordentown and Trenton, from whence they were allowed to be gathered from below the low-water mark. They can be had for the cost of gathering and transporting. Quite a large business was formerly done by men owning boats, in gathering them for the market. The cost of cobble-stone paving, after the stones have been gathered, shipped, unloaded, carted, and laid, is only $1·25 per square yard. The cost of the Belgian or cubical stone pavement is from $3 to $3·75 per square yard. The improved Granite Broadway New York pavement, a species of Belgian, costs $7·50. The Nicolson costs about $4; other wood pavements about the same. The cost is the great drawback to these. If they could be laid as cheaply they would very soon come into general use, for, to say the least, they will last and remain in good order as long as the cobble-stone, and the advantage of the smoother pavement is self-evident. The Concrete can be laid for about $2. It costs the New Yorkers $3. The Vulcanite is about the same as the Concrete.

### What Do Councils Intend?

It is pretty certain that no more cobble-stones will be laid, at least for awhile. Should some contractor get into power whose hobby is cobble-stones, we should probably be again afflicted with news of appropriations for that object. Public opinion is pretty strong in denunciation at present. But what do Councils intend to do now? Are our thoroughfares always to be the experimenting ground? Are we to have streets formed of a sort of patch-work—a few square feet of one kind here, a few more of another there—if so, for how long? Of course, after one specimen is laid we must wait awhile for the results. If one kind fails, after a short trial, of course it must come up. But what shall be the length of time one pavement must be tried before it is adopted? Several years must elapse before we could dare to relay the whole city or any great part of it with any improved pavement. During this time are we to continue the use of the old abomination? We ask these questions only as a matter of curiosity. We are so glad to see some motion in the matter that we hasten to point out any hindrances which may lie in the way, lest by a want of promptness we lose heart and fall into the old apathy. Might not the help of a committee of scientific gentlemen be of service, who should examine closely into the matter, and make the attainment of so much experience unnecessary? A committee of financial gentlemen might also be useful to determine how we might best pay for the new pavements when they come, without producing discord or heaping unjust burdens on those by whom they ought not to be borne.

But in the matter of wooden pavements we are already somewhat experienced. Do any of the old inhabitants remember, some twenty-five or thirty years ago, a wooden pavement of cubical blocks, which was laid on Chesnut street for some distance, beginning at Third street? Do they remember anything of how it went into great holes, how the wood rotted, how horses stumbled and caught their feet between the blocks, and how, finally, after about two years' sojourn, it disappeared more suddenly than it came? Such a thing really happened, and in this city. Something of the same kind was used in London, England, some time before our experiment.

In the opinion of some no wooden pavement, though able to withstand all the wear put upon it for an indefinite time, is sufficiently secured against decay. The comparatively thin coat of water-proof put on the blocks of the Nicolson by immersion will certainly wear through in time, at least in some places. When a hole is once worn through then water can get through, and the rotting of the block begins. Dipping the block in the water-proof solution does not sufficiently saturate the wood to render it water-proof throughout. The board floor of the Miller Improved Pavement is guarded by a much safer and scientific process. The moisture is perfectly extracted, and in its place is forced a preventive of decay. But the blocks themselves, which form the upper crust of the structure, and which are exposed to all the wear and tear of the elements, are not burnetized, probably to save expense. Perhaps the inventors think that a pavement which will outlast their lifetime is good enough. We have no means of knowing how often the authorities go over the whole city making repairs in the pavements; but we should think that a pavement which would last as long as ten years, even, would be a pretty expensive affair. While we are about it, we might as well try to get something which will last for ages, even if we do not succeed—a sort of Roman pavement without its drawbacks. But we can wait for no ten or twenty years' experiment before coming to a decision. We are not yet competent to decide which of the new methods are really improvements and which not.

There are several other varieties of paving in use in the old country of which we hear nothing here. One is a layer of broken stone or Macadam, firmly bedded and intermixed with a strong cement. The surface is said to be perfectly smooth, and the wear inconsiderable. Another variety is square blocks of stone laid in rows some little distance apart, like the rows of blocks in the wooden pavements, and the crevices filled with, and each stone firmly laid in, asphaltum. We hear of no experiments in this direction, unless the New York Russ pavement is laid in this manner, without the spaces being left. Perhaps some inventor can work up the idea.

We should remember that the universality of any comparatively new pavement is no fair test of its merit. Capital and pushing business men do more to bring any new thing into general use than all its good qualities.

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A NEW SEWING COTTON.—The Williston combed Sea Island machine thread is the name of a new article of sewing cotton. It is made of the most carefully selected Sea Island cotton, the good qualities of which are well known. The thread is composed of six fibres or cords tightly and evenly twisted together. The process is peculiar and superior to anything yet invented. The thread is noted for its great strength, its perfect smoothness, and its regularity of twist. It is both stronger and smoother than either linen or silk. Its regularity secures it against the kinks which are so annoying in poorer threads. Its great adaptability for the sewing-machine is bringing it into very general use. The different numbers have been tested on the finest and coarsest work with complete success. One great improvement is that it is sold by weight, though on spools, and not by length, as other makes. In place of selling by 200 yards, which is the length most manufacturers claim for their spools, but which sometimes is found short by actual measurement, each spool contains one-half ounce of thread exclusive of the weight of the spool. Buyers, by weighing an empty spool and then a full one, can test this for themselves. Some of the finer numbers contain as much as 600 yards to the spool. The spools for all the numbers are of the same size, and the number is printed upon the spool and not on a label. William H. Horstmann & Sons are the Philadelphia agents.

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A MEETING OF THE BOARD OF EXAMINERS for admission of candidates to practise as attorneys-at-law in the Court of Common Pleas, District Court, etc., will be held next Monday at 4 o'clock P. M., at the Law Library Room, Sixth and Chesnut streets. The Board at present consists of Messrs. Joseph R. Clay, Chairman; Chapman Biddle, John L. Shoemaker, William B. Mann, Edward Shippen, R. Eden Brown, Charles Hart, John B. Gest, George Petrce, Secretary, and is the same as at the spring term. The applications for admission are Messrs. D. B. Meany, a student with J. Joseph Murphy, Esq.; R. A. Brown, a student with Daniel Dougherty, Esq.; J. Parker Norris, a student with Peter McCall, Esq.; George W. Reed, a student with Mcn. J. Mitcheson, Esq.; T. E. Merchant, a student with J. T. Pratt, Esq.; Charles W. Katz, a student with Charles Gibbons, Esq. It is requisite that they should bring evidence of good moral character, and pass an examination in Blackstone and other text-books of the profession, and have read three years if entered while minors, or two years if over twenty-one years of age, with some lawyer, one of which must be spent in the office to insure familiarity with court rules and practice and acquire a knowledge of the art of charging fees—very important at the present day. It is estimated there are about 700 practising and non-practising attorneys in Philadelphia, and their reputation for astuteness, integrity, and learning is world-wide.

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ODDS AND ENDS.—Rabbits are becoming plentiful in our markets; they are inferior in quality.

—The magnificent display made by our retail dry goods merchants has caused palpitations amongst females, curable only by plethoric pocket-books.

—The fine oil painting of Rear-Admiral Stewart will remain on exhibition in Independence Hall for a few days longer.

—The sale of the Almshouse property to the University of Pennsylvania meets with continued opposition in Councils.

—A bronze statue of Rear-Admiral Stewart is to be erected in front of the State House—so at least Councils propose.

—A night school is to be opened on Monday in the Moyamensing Free Institute, Eleventh and Catharine streets.

—The St. George's M. E. Church, Fourth and New streets, is to have a new coat of plaster on the front.

—Sportsmen complain that the zest of duck shooting is spoiled this season owing to their abundance.

—Mr. Hopkins, of the Select Council, is becoming both patriotic and eloquent.

—Public temperance meeting to-night at Fifth and Buttonwood streets.

—A sadly needed want—intelligent turnkeys.

—Ice again this morning.

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SCIENTIFIC LECTURES.—The course of scientific lectures at the Hall of the Young Men's Christian Association, which have been so successful for three years past in affording instruction and entertainment to their members and friends, will be reopened this evening by Professor Lemuel J. Deal. The subject is "Chemical Affinity," and the lecture will be illustrated by numerous and brilliant experiments. These lectures will be continued each Friday evening during the winter, embracing the studies of chemistry, geology, metallurgy, philosophy, anatomy, foreign travels, etc.

This attractive feature should induce all young men having leisure to identify themselves with and receive the benefits afforded by this useful organization.

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REUNION.—To-day Messrs. Alfred Martien & Co., proprietors of the *Presbyterian*, the leading paper of the Old School branch of the Presbyterian Church, took possession of their new office, No. 1214 Chesnut street, and hoisted a large blue flag, with the word "Presbyterian" in large letters of white. This is in honor of the reunion of the two branches of the Presbyterian Church (Old and New Schools), which was formally proclaimed at Pittsburg this morning. A blue banner was used by the old Scotch Presbyterian Covenanters, and is the sign that their descendants adhere to their principles.

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TILL-TAPPERS.—A lad named Caarles Mullin was arrested yesterday for tapping the till of a whisky mill at Twelfth and Ohio streets. When searched he had in his pockets the proceeds, $2·87, and a gimlet. He will have a hearing to-day at the Central Station.

James McCourt, aged seventeen, and Oscar Duey, aged sixteen, were caught yesterday whilst in the act of tapping the till of the store No. 2020 South street. The juveniles will have a hearing at the Central Station at 2 o'clock.

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FOR CAPE MAY.—An extra train to Cape May is advertised by the West Jersey Railroad Company to be run on Saturdays during the winter months, commencing on the 13th instant, leaving Philadelphia at 8·15 A. M., returning, leave Cape May at 1·10 P. M. This train will afford opportunities to parties making improvements at Cape May to visit the same and return the same day.

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THEFT OF A HORSE AND WAGON.—James Brady yesterday stole a horse and wagon from the premises of Henkle & Co., wood turners, Sixth street, below Jefferson. Officers were placed upon his track, and last evening they succeeded in arresting James, who was taken before Alderman Eggleton and by him committed to prison.

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STEALING LUMBER.—Owen McGarley is the name of a Hibernian who was captured by Officer O'Donnell, of the Eighteenth Police district, yesterday, while endeavoring to get away with a lot of lumber stolen from a yard at Richmond and Norris streets. Alderman Neall sent Owen to the Hotel de Moyamensing.

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A THIEVING EMPLOYE.—A colored individual named William Gallen has been held in $600 bail by Alderman Carpenter, for the theft of some spoons, liquors, etc., from the restaurant at the northeast corner of Eleventh and Buttonwood streets, where he was employed.

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ROBBERY OF A SHOE STORE.—A boot and shoe store, located on Fifth street, above Pine, was entered last night by some party, who kicked out one of the panels of the front door and robbed it of nine pair of boots and a lot of gaiters, [illegible]

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## THE MEDICAL RUMPUS.

The disturbance on last Saturday, growing out of the attendance of female students at the clinic held at the Pennsylvania Hospital, has excited an unusual degree of comment, and the male students have been very severely censured for their conduct on that occasion. It is to hoped that the discussion thus excited will result in such an arrangement as will give the female students all necessary facilities for obtaining all the knowledge they may desire, and at the same time obviate any difficulty and unpleasantness in the future, by the mingling of both sexes at the clinics. The following temperate statement of the difficulty of last Saturday has been handed to us for publication, and we cheerfully invite the attention of our readers to it, as a fair statement of the male students side of the question:—

*To the Editor of the Evening Telegraph.*

The conduct of the Medical Students at the clinic of Pennsylvania Hospital, on Saturday last, on occasion of the presence of "Female Students," has been the cause of many remarks. The facts of the case are as follows:—On the previous Wednesday the students were notified by the Surgeon in charge that they had seen the last of certain peculiar cases, which could not be brought before them again on account of the anticipated presence of women.

On Saturday the clinic was well attended, the female medical department of Philadelphia being represented to the number of thirty-four. A marked reserve was noticed in the language of the lecturers, incompatible with proper clinical instruction. During the clinic there was a slight disturbance, which, on other occasions, would have passed unnoticed, but which was rendered noticeable on account of the presence of female students. At the close of the clinic the students assembled on each side of the walk, but by no preconcerted plan, and on the approach of the female students certain demonstrations were made, indicative of their disapprobation, but no "vulgar epithets," abuse, or obscene language were used. After the women had passed from the grounds, the students, as had been their custom, walked in a body as far as Chesnut street, to return to the lectures of their respective colleges. There is no disguising the fact that the conduct of the students on the route was censurable, but it does not warrant the severe language and criticism of certain newspapers. The instruction necessary for a thorough study of medicine cannot be obtained when certain cases are excluded from observation, as is the case when women are present. One of the papers, in its remarks on this subject, informs us that the female students have a college and endowed hospital in the northwestern portion of the city. The question arises why, if they have these advantages, do they interrupt us in our studies? We are not allowed to attend their hospitals, nor do we desire to. The clinics of the Pennsylvania Hospital do not fit them for the branch of medicine which they are supposed particularly to practice. Certain of the city papers seem to take delight in abusing us for our conduct, without reviewing the facts of the case fairly and dispassionately. They accuse us of long practice in the art of insulting ladies, and found on us epithets which we will not take the trouble to refute.

We have authority for stating that, with but one exception, all of the surgeons and physicians of the Pennsylvania Hospital are of opinion that the clinics should be but for male students, or if women insist on witnessing all that is brought before the clinics, that the managers should appoint a special time for their separate instruction. We can not imagine why ladies should delight in witnessing the different cases brought before these clinics, particularly those of surgery, for what good can the witnessing of the operations of Perineal Section or of Lithotomy do them? Do they ever intend to practice anything of the kind?

The injury done the medical colleges by some of the papers of this city, in their late unjustifiable assaults, can hardly be overestimated. The old University, which for over a hundred years has been the centre of medical education in this country, surely feels the injustice of such attacks on her Trustees, Faculty, and students.

University, Nov. 11, 1869.

CHARLES M. HARRIS, No. 1715 Locust street.
R. H. JOHNSON, No. 737 Pine street.
F. W. JAMESON, Orthopædic Hospital.
J. H. C. SIMES, No. 2053 Chesnut street.
J. S. WALKER, No. 1632 Spruce street.
L. STARR, No. 424 South Broad street.
E. JORDAN, No. 1015 Arch street.
And many others.

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## REAL ESTATE.

**Increase in the Value of the Taxable Property in the City of Philadelphia.**

On our inside pages will be found an interesting statistical table, containing the valuation of real estate, etc., in this city for the year 1870. Appended will be seen the total value of real estate in each ward for the years 1867, 1868, 1869, and 1870, showing the rapid increase in each year:—

| Wards. | 1867. | 1868. | 1869. | 1870. |
|---|---|---|---|---|
| 1 | $2,749,995 | $10,284,450 | $11,176,225 | $11,327,330 |
| 2 | 9,417,525 | 11,000,004 | 11,421,690 | 11,687,168 |
| 3 | 2,563,025 | 6,401,950 | 6,772,400 | 6,811,650 |
| 4 | 5,698,110 | 7,766,750 | 7,891,222 | 8,014,004 |
| 5 | 22,838,240 | 25,230,814 | 25,330,140 | 24,145,670 |
| 6 | 39,599,290 | 46,158,102 | 45,516,404 | 44,527,937 |
| 7 | 7,788,943 | 18,755,100 | 19,518,158 | 20,414,025 |
| 8 | 13,430,875 | 35,595,510 | 36,047,116 | 35,754,916 |
| 9 | 11,463,160 | 28,673,105 | 28,212,160 | 28,338,865 |
| 10 | 8,178,085 | 21,062,410 | 21,104,253 | 21,579,675 |
| 11 | 4,619,300 | 8,883,240 | 8,690,185 | 8,591,367 |
| 12 | 4,153,231 | 8,085,281 | 8,836,831 | 8,841,259 |
| 13 | 5,600,270 | 13,659,000 | 13,240,700 | 13,450,550 |
| 14 | 5,396,515 | 16,265,050 | 14,988,955 | 15,021,100 |
| 15 | 8,410,980 | 26,230,583 | 27,098,075 | 27,942,528 |
| 16 | 2,486,580 | 7,587,454 | 7,895,354 | 7,756,681 |
| 17 | 2,150,125 | 6,400,110 | 6,512,960 | 6,578,760 |
| 18 | 3,411,245 | 9,000,000 | 9,291,900 | 9,409,395 |
| 19 | 3,842,575 | 16,000,000 | 15,047,280 | 17,198,566 |
| 20 | 8,541,405 | 29,572,435 | 31,078,765 | 33,615,965 |
| 21 | 3,208,250 | 4,857,800 | 5,090,576 | 5,145,910 |
| 22 | 5,225,330 | 2,916,584 | 20,981,700 | 21,255,160 |
| 23 | 3,618,310 | 11,229,491 | 11,554,144 | 11,843,876 |
| 24 | 3,462,400 | 11,956,674 | 12,994,846 | 14,041,193 |
| 25 | 2,877,707 | 12,000,000 | 10,483,971 | 10,711,012 |
| 26 | 3,740,570 | 16,052,994 | 17,451,245 | 18,445,900 |
| 27 | 2,859,600 | 11,217,633 | 12,465,027 | 13,232,172 |
| 28 | ..... | 8,483,410 | 9,656,785 | 10,030,219 |
| | $169,350,666 | $445,693,649 | $454,196,370 | $471,600,335 |

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SUICIDE.—On Tuesday last the police of the Eleventh district arrested a well-known politician of the Nineteenth ward for drunkenness, and locked him in one of the cells of the station house. On visiting him shortly afterwards it was found that he was suffering from the effects of poison which he had taken, and on his person was found a paper containing some corrosive sublimate. Dr. Burmeister, residing near by, was called in, and a stomach-pump was applied and used for some time. The unfortunate man was then removed to the Episcopal Hospital, where he lingered until night, when death set in.

His wife did not learn of his death until yesterday, owing to the fact of his giving his name as John Edwards, whereas his proper name was John E. Sutton. When she applied at the hospital the body could not be obtained, and a report gained circulation that it had been disposed of to some medical students, but inquiry at the coroner's office revealed the fact of its being in his possession.

The reason for its hasty removal from the hospital was on account of the poison having produced speedy decomposition, and it had thus become offensive. The deceased was a bricklayer by trade, but for some time past has been living a dissipated life, being driven to this, it is said, by family troubles, and it is thought by some that his mind had become weakened. He leaves a wife and seven children, and their condition is not to be envied, as his past course has left them very poorly provided for. He resided on the corner of Tulip and Adams streets.

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SERMONS IN STONES.—It has been asserted by naturalists that the recently discovered statue at Batavia, N. Y., is the result of planting an image some hundreds of years ago by the thinly-clad and untutored Indians of the period. Might it not be as well for our own municipal authorities to order a research made to see what semblance a stone that was buried on the 23d of February, 1832, in Washington Square, pretending to be the corner-stone of a Washington Monument, has taken? It may already have assumed sufficient proportions to justify its resurrection, and as all who are cognizant of its immediate location will in the natural course of events have passed off this mundane sphere in a few years, the memory of the one first in war, first in peace, first in the hearts of the country people, cannot be too much honored. The Society of Cincinnati will of course not deem any allusion to the now large amount of the fund held by them as Trustees to be discourteous, but when we consider that a whole generation has gone since the money was collected, it is just for us to leave on record our instructions to our successor in 1969 to repeat this inquiry, as we have every assurance from past experience that nothing will occur to impair the reasonableness of the request.

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THE LATE REBECCA GEORGE.—On the 10th inst. this estimable lady died, at the advanced age of seventy-nine years, at the residence of her brother, Jesse George, near Hestonville. With her brother, she settled many years ago in the locality where she expired, and since that time their fortunes were united. This family is about as old as Philadelphia itself, and the original estate in the hands of the successive owners has been constantly accumulating until it is now one of the most desirable within the city limits. Some time ago, through the instrumentality of the deceased and her brother, a conference was held with the Park Commission which eventuated in the transfer of many acres of their valuable property to the city of Philadelphia, to be devoted especially to park purposes. This ground has been laid out and beautified, and now forms one of the conspicuous features of that domain. Yesterday City Councils passed appropriate resolutions upon her decease, and designated a committee to attend her funeral, which takes place on Saturday afternoon.

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GENERAL GRANT ON A BUST AT THE LEAGUE HOUSE.—The President of the Union League, J. Gillingham Fell, Esq., while recently in Rome, visited the studio of a young American sculptor named Simmons, and ordered a bust of General Grant, of life size, to be executed and forwarded to him, to be placed in the Union League House, in Philadelphia, as a gift from its President. The model, which has been completed, is said by all who have seen it to closely resemble in the features and expression the man of destiny which it represents. Miss Annie Brewster, the well-known art critic of the Newark (N. J.) *Journal*, in her recent letters speaks highly of the work as an artistic study.

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REVENUE SEIZURE.—Revenue Officer James N. Kerns, by direction of Collector Barnes, of the First district, has seized the whisky establishment of P. T. Maguire, at Front and Race streets, for violations of [illegible]

# FOURTH EDITION

## A T L A S T.

### The Old and New School Presbyterians Merged into One Body—The United Assembly to Meet in May, 1870, in Philadelphia.

## EUROPE.

### Marine Disasters—Garibaldi Down Again—The Remains of the American Philanthropist—The Spanish Throne.

## *FROM THE STATE.*

**The Presbyterian Church United at Last.**

PITTSBURG, Nov. 12.—The Assemblies met in their respective churches this morning, and after impressive devotional exercises, finally dissolved, and the announcement made that the united Assembly would meet in the First Presbyterian Church in Philadelphia, on the 3d Thursday in May, 1870.

After which each assembly formed in line and marched to the street fronting the First Presbyterian Church, when the New and Old School commissioners joined arms, the union being greeted by the clapping of hands and waving of handkerchiefs by an immense crowd of spectators. The procession moved to the Third Church, where a union meeting was held.

Telegrams were sent to the Presbyterians in Great Britain announcing the union. The Scriptures were read and an address made by Dr. Fowler, who at the close clasped hands with Dr. Jacobs, and pronounced the union complete. Impressive addresses were made by Dr. Jacobs, Musgrave, Adams, Hall, and Day, and Judge Strong, Senator Drake, Hon. William E. Dodge, and others. Dr. Fisher offered a resolution calling on the Church for a thank offering of $5,000,000 for mission purposes, which was adopted.

## *FROM NEW ENGLAND.*

**Marine Disaster.**

*Despatch to The Evening Telegraph.*

BOSTON, Nov. 12.—The schooner E. S. Rich, from Tanglers, Va., yesterday morning, off Highland Light, picked up and brought to this port Captain Davis and crew, of schooner Abraham Lincoln, from West Point, L. I., for Boston, which sprung a leak the night previous and sank.

**A Schooner Run Down and Another Wrecked.**

*Despatch to the Evening Telegraph.*

PORTSMOUTH, N. H., Nov 12.—Captain John O. Downs, of the fishing-boat J. Lellice, thirty tons, of this port, was run down by a schooner on Friday evening, five miles to the eastward of the Dry Salvages, north of Thracher's Island.

The schooner Pilot, Captain Smallridge, of Mount Desert, Me., from Gloucester, with a heavy cargo from Boston, was wrecked on Tuesday evening on the Androscoggin rocks, off Star Island shoals. Her crew and four passengers, including a woman and two boys, landed at Star Island. The accident is attributed to a mirage which was noticed by parties on the island, the light-house appearing to be far off.

## *FROM THE WEST.*

**Morton and Cuba.**

CHICAGO, Nov. 12.—An Indianapolis special private despatch from Senator Morton denies the telegraphic report from Washington with reference to the conversation with President Grant and Secretary Boutwell about Cuba.

**Another Lawsuit by Heirs.**

A special from Jacksonville says the heirs of the late General McConnell, who was murdered in February last, intend to bring suit for the recovery of the whole public square in Jacksonville as soon as the court house is removed therefrom. It is said by the terms of the deed to the county that the ground reverts to the original owners whenever the county ceases to use it for county purposes.

**A Probable Murder.**

Two gentlemen, named Parker Bliss and Charles Wild, went from Winona, Minnesota, to La Crosse, Wisconsin, and put up at the St. Charles Hotel. Yesterday morning Wild left for Winona suddenly. Bliss did not make his appearance next morning, and on his door being broken open was found lying on his bed with a pistol in his hand and three bullet holes through his body and one through his heart. Suspicion of murder rests on Wild, and he will be arrested.

## *FROM THE PACIFIC COAST.*

**The Tragedy on Board the French Coolie Ship.**

SAN FRANCISCO, Nov. 12.—The Tahiti *Messenger*, the official journal of the French Protectorate in the Society Islands, publishes a detailed account of the tragedy on board the French coolie ship, while becalmed off Byron Island. When the revolt occurred there was about three hundred coolies on board, who were on deck receiving presents. The captain and several of the crew were killed instantly. The mate and a portion of the crew escaped below, where they were besieged by the natives, and being but poorly armed, they resolved to blow up the upper deck. Accordingly, a quantity of gunpowder was properly placed and fired.

The explosion blew or frightened all the coolies overboard, and shook the vessel like an earthquake. The sailors hastened on deck